

PARTICIPATE BEFORE THE MEETING by emailing TrafficCommission@TorranceCA.Gov and write "Public Comment" in the subject line. In the body of the email include the item number and/or title of the item with your comments.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (310) 618-2780. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28CFR35.102-35.104 ADA Title II]

Direct questions or concerns to the Commission Liaison, Shin Furukawa at (310) 781-6900 prior to submission to the Commission. Parties will be notified if the concern will be included on a subsequent agenda.

**TORRANCE TRAFFIC COMMISSION AGENDA
OCTOBER 2, 2023
REGULAR MEETING
7:00 P.M. IN WEST ANNEX COMMISSION MEETING ROOM
AT 3031 TORRANCE BOULEVARD**

**TRAFFIC COMMISSION MAY TAKE ACTION ON ANY ITEM
LISTED ON THE AGENDA**

1. CALL MEETING TO ORDER

ROLL CALL: Commission members: Endo-Roberts, Farao, Gibson, Sharma, Suruki, Thoma, and Chair Obejas

2. FLAG SALUTE

3. REPORT OF THE STAFF ON THE POSTING OF THE AGENDA

The agenda was posted on the Public Notice Board at 3031 Torrance Bl. and on the City's Website on Thursday, September 28, 2023.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

5. ORAL COMMUNICATIONS (Limited up to a 15-minute period)

*This portion of the meeting is reserved for comment on items on the Consent Calendar or not on the agenda. Under the Ralph M. Brown Act, the Commission cannot act on items raised during public comment, but may respond briefly to statements made or questions posed; request clarification; or refer the item to staff. **No longer than 1 minute per speaker.** If presenting handout material to Commission, please provide 10 copies to staff before speaking.*

6. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed by a Commissioner from the Consent Calendar and considered separately.

6A. Approve Commission Minutes: August 7, 2023

7. ADMINISTRATIVE MATTERS

7A. Proposed All-Way STOP and East-West Pedestrian Crossing at Ocean Ave and 227th St

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

9. ADJOURNMENT

9A. Adjournment of Traffic Commission Meeting to Monday, November 6, 2023 at 7:00 p.m. in the West Annex Commission Meeting Room.



Agenda Item No. 7A

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: Proposed All-Way STOP and East-West Pedestrian Crossing at Ocean Ave and 227th St

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission concur with staff's recommendation to install a new east-west marked pedestrian crossing and two new STOP signs on Ocean Ave to create an all-way STOP at the intersection of 227th St.

BACKGROUND

Ocean Ave and 227th St are classified as Local Streets in the City's General Plan and serve a mix of single and multi-family properties. Arnold Elementary School is located on the west side of Ocean Ave between 227th St and 228th Pl (Attachment 1).

Ocean Ave serves as a north/south neighborhood street providing a direct connection between Sepulveda Blvd and Lomita Blvd, and intersects six residential streets. The width of Ocean Ave varies between 30 feet and 35 feet, and has parking on both sides of the street. The roadway is straight and relatively flat. Between Sepulveda Blvd and Lomita Blvd, two all-way STOP intersections exist on Ocean Ave, specifically at 226th St and at 228th Pl.

In February 2023, the City received a request to install an all-way STOP at the intersection of Ocean Ave and 227th St adjacent to Arnold Elementary School. The request was submitted with a petition signed by 128 individuals gathered through the parent-teacher association (PTA) of Arnold Elementary/Launch Preschool. Staff verified that the signatories were parents or guardians of students; however, their home addresses were not verified so the signatories could live within the same household, and it was also not confirmed if the individuals utilize the impacted intersection.

Because the requested installation would impact adjacent residents and motorists on a 24/7 basis throughout the year, it was brought to the Traffic Commission for public input on May 1, 2023. The Staff Report for the item is presented in Attachment 2. Prior to the May 1, 2023 Traffic Commission meeting, staff received three emails from two neighboring households opposing installation of the STOP signs; however, they did not attend the Commission meeting. The members of the public who attended the meeting were all in favor of the installation.

ANALYSIS

Attachment 3 depicts the proposed improvements: installation of a new east-west pedestrian crossing, with new ADA curb ramp; installation of two new STOP signs on Ocean Ave to create an all-way STOP configuration; installation of a new RED curb zone in conjunction with the new northbound STOP sign; and installation of KEEP CLEAR legends at the intersection of Ocean Ave and Merit Pl.

The California Manual on Uniform Traffic Control Devices (CAMUTCD) provides guidance for the installation of STOP signs. Per Section 2B.07 Multi-Way Stop Applications (Attachment 4), installation of an all-way STOP should be considered when one of the main criteria is met. As discussed in the May 1, 2023 Traffic Commission meeting and staff report, the intersection does not satisfy Main Criteria B (Reported Crashes), C (Volumes), and D (Combination of 80%B and 80%C). Criterion A is not applicable and thus excluded.

Additional Criteria for All-Way STOP

Per CAMUTCD Section 2B.07, additional criteria may be considered in an engineering study including, but not limited to:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

After the May 1, 2023 Traffic Commission meeting, staff performed additional investigation to verify if the additional criteria was met. The analysis revealed that the intersection satisfied Additional Criteria A and B above.

Northbound left-turn conflicts. Based on the intersection traffic counts presented in Attachments 5 and 6, approximately 1 out of 4 northbound vehicles turned left during the peak hour on average. Because there is only one northbound lane at this segment, left-turning vehicles block through traffic as they waited for an adequate gap in southbound traffic. Having an all-way STOP at the intersection will relieve the northbound queue quicker by providing left-turning vehicles more opportunity to clear the intersection.

Eastbound left-turn conflicts. Currently, eastbound vehicles traveling on 227th St stop at the existing pedestrian crossing, wait for pedestrians to clear, and then proceed slightly into the intersection to check for approaching vehicles before turning left onto Ocean Ave. Having an all-way STOP at the intersection will provide better visibility for vehicles turning onto Ocean Ave.

Pedestrian conflicts. The intersection is adjacent to an elementary school and is heavily used by pedestrians during peak periods, as presented in Attachments 5 and 6. During the investigation, staff observed that pedestrians utilized the existing crosswalk across 227th St and that pedestrians including schoolchildren jay walked across Ocean Ave. Having an all-way STOP and new crosswalk at the intersection will improve safety by providing a marked pedestrian crossing across Ocean Ave.

Adult Crossing Guard

The Torrance Crossing Guard program is administered by the Torrance Police Department (TPD). In September 2015, City Council approved an item from TPD to staff the Torrance Crossing Guard program. The crossing guard posts were determined based on a survey conducted by TPD at each school and considered the criteria in CA MUTCD Section 7D.02 Adult Crossing Guards (Attachment 7). The criteria are based on peak period school pedestrian volume at the intersection, with variations based on the type of traffic control devices at a

potential location. Currently, there are 16 full-time equivalent (FTE) crossing guards to cover 32 posts. The recommended improvements would not include the assistance of adult crossing guards at the intersection.

Traffic Commission Meeting

This item is being brought to the Traffic Commission for public input and discussion. A public notice notifying residents and Arnold Elementary School of tonight's meeting (Attachment 8) was mailed to 134 parcels in the area south of Sepulveda Blvd and west of Hawthorne Blvd, per the public notification area shown in Attachment 9.

Respectfully submitted,

CRAIG BILEZERIAN
PUBLIC WORKS DIRECTOR

By  _____
Shin Furukawa
Deputy Director/City Engineer

- Attachment 1: Vicinity Map
- Attachment 2: Item 7a Staff Report, Traffic Commission Meeting of May 1, 2023
- Attachment 3: Proposed Improvements
- Attachment 4: CAMUTCD Section 2B.07 Multi-Way Stop Applications
- Attachment 5: Traffic Counts – February 22, 2023 and February 23, 2023
- Attachment 6: Traffic Counts – April 18, 2023
- Attachment 7: CAMUTCD Section 7D.02 Adult Crossing Guards
- Attachment 8: Public Notice
- Attachment 9: Notification Area

**MINUTES OF REGULAR MEETING OF THE
TORRANCE TRAFFIC COMMISSION**

1. CALL MEETING TO ORDER

The Torrance Traffic Commission convened in a regular session at 7:00 p.m. on Monday, August 7, 2023, in the West Annex Commission Room.

ROLL CALL

Present: Commissioners Endo-Roberts, Farao, Gibson, Obejas, Sharma, Thoma, and Chair Suruki.

Absent: None.

Also Present: Public Works Engineering Manager Brenda Moun, Public Works Associate Engineer Jessamine Que, Public Works Deputy Director/City Engineer Shin Furukawa, and Torrance Police Sergeant Koenig.

2. FLAG SALUTE

Commissioner Endo-Roberts led The Pledge of Allegiance.

3. REPORT OF STAFF ON THE POSTING OF THE AGENDA

Public Works Engineering Manager Moun reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Thursday, August 3, 2023.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

None.

5. ORAL COMMUNICATIONS

None.

6. CONSENT CALENDAR

6A. APPROVAL OF MINUTES – JUNE 5, 2023

MOTION: Commissioner Obejas moved to approve the June 5, 2023, minutes as amended. Commissioner Sharma seconded the motion; a roll call vote reflected 6-0 approval (Commissioner Endo-Roberts abstaining).

7. ADMINISTRATIVE MATTERS

7A. APPOINTMENTS OF TRAFFIC COMMISSION CHAIRPERSON AND VICE CHAIRPERSON

Public Works Engineering Manager Moun presented Item 7A:

Chair Suruki nominated Commissioner as Obejas as Chair. Commissioner Farao supported the nomination.

Commissioner Thoma nominated Commissioner Sharma as Chair. Commissioner Obejas supported the nomination.

MOTION: Commissioner Farao moved to approve Commissioner Obejas as Chair. Commissioner Gibson seconded the motion. Motion carried 5-2 (Commissioners Endo-Roberts and Thoma voting no).

Chair Obejas nominated Commissioner Sharma as Vice Chair.

Commissioner Suruki nominated Commissioner Gibson as Vice Chair.

MOTION: Commissioner Farao moved to close the nominations. Commissioner Suruki seconded the motion. Motion carried unanimously.

MOTION Approve Commissioner Sharma as Vice Chair. Motion carried 4-3 (Commissioners Gibson, Farao, and Suruki voting no).

7B. CONSIDERATION TO CHANGE TRAFFIC COMMISSION MEETING START TIME

Public Works Engineering Manager Moun presented Item 7B:

Commissioner Farao stated that he would like to keep the same start time.

Commissioner Gibson expressed his hesitation on changing to an earlier start time as the public may not have an opportunity to attend a meeting.

Chair Obejas stated that he would like to keep the same start time so that the public has an opportunity to attend meetings.

Commissioner Endo-Roberts concurred with Commissioners Gibson and Obejas, stating that there should not be a change in start time.

MOTION: Commissioner Sharma moved to continue start time at 7:00 p.m. Commissioner Thoma seconded the motion; a roll call vote reflected unanimous approval.

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

Members of the Commission spoke.

Commissioner Endo-Roberts inquired on pedestrian street light indicators for schools in Torrance and if a discussion could be agendized. Engineering Manager Moun replied that staff can take this into consideration.

Chair Obejas stated that there are lights that don't sense cyclists and inquired on cameras and magnetic loops. Engineering Manager Moun stated that there have been ongoing issues with cameras due to the fog, and that magnetic loops can pick up on cyclists to a certain extent; Engineering Manager Moun stated that magnetic loops detecting cyclists can be researched.

Commissioner Gibson inquired if the Metro Board had made a decision regarding the C-Line. Public Works Deputy Director/City Engineer Furukawa stated that a vote had not been taken yet, and that a vote may occur September 2023.

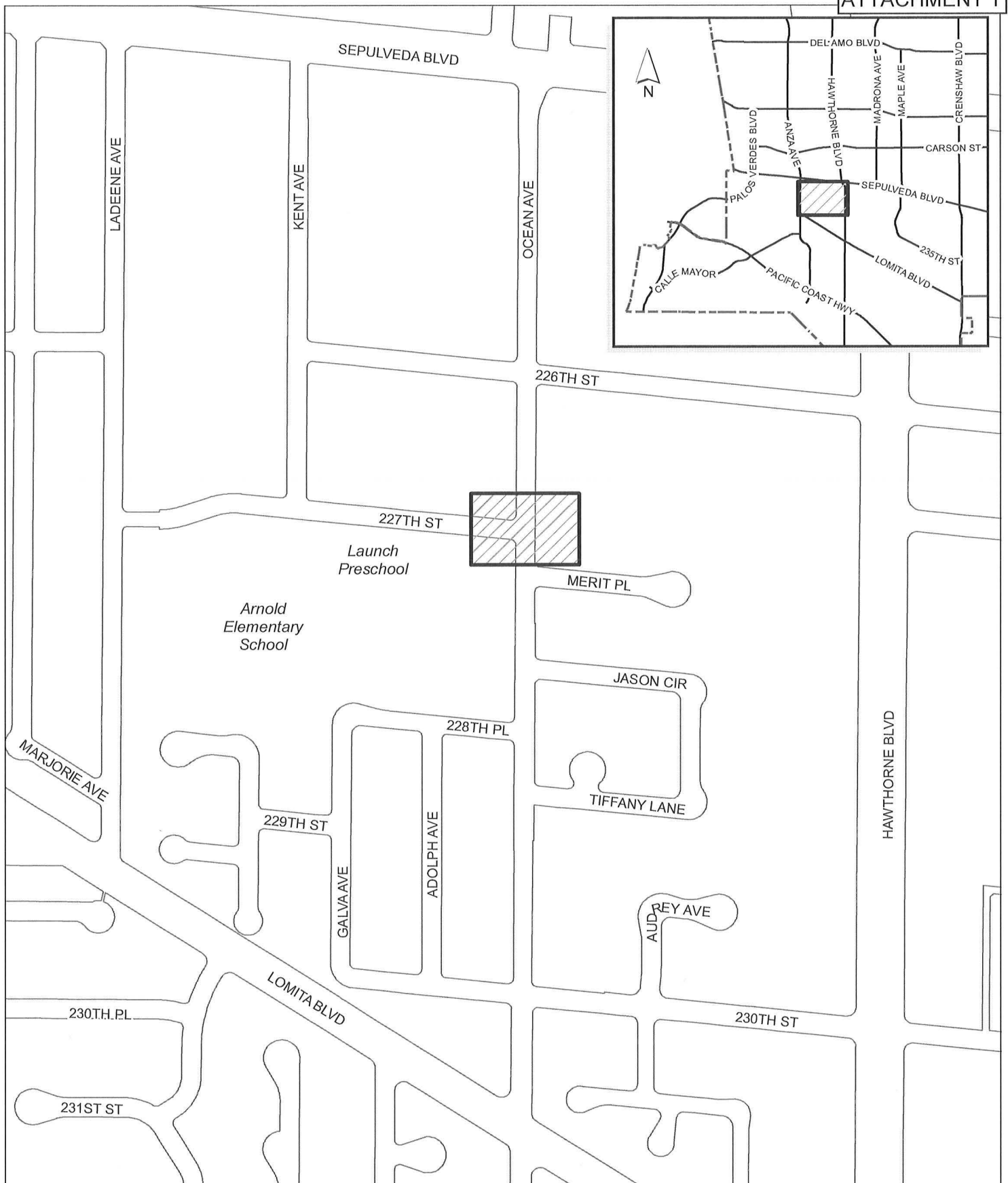
Commissioner Suruki inquired on the completion date for the project on Madrona Avenue and West Carson Street. Public Works Deputy Director/ City Engineer Furukawa stated that the project was led by a private developer and was not a Public Works project but could make an inquiry.

9. ADJOURNMENT

MOTION: At 7:40 p.m. Chair Obejas moved to adjourn the meeting to Monday, October 2, 2023, at 7:00 p.m. in the West Annex Commission Room. Commissioner Farao seconded the motion; a roll call vote reflected unanimous approval.

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Subject to Approval



VicinityMap(20230306).mxd

 PROJECT AREA

Project Vicinity Map



Traffic Commission Meeting
May 1, 2023

Agenda Item No. 7A

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: Consideration of All-Way STOP and Pedestrian Crossing at Ocean Avenue and 227th Street

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission receive and file a report from staff and obtain public input regarding a request to consider installation of a new east-west pedestrian crossing and two new STOP signs on Ocean Avenue to create an all-way STOP at the intersection with 227th Street.

BACKGROUND

In February 2023, the City received a request to install an all-way STOP at the intersection of Ocean Avenue and 227th Street adjacent to Arnold Elementary School (Attachment A). The request was submitted with a petition signed by 128 individuals gathered through the parent-teacher association (PTA) of Arnold Elementary/Launch Preschool (Attachment B).

Ocean Avenue and 227th Street are classified as Local Streets in the City's General Plan and serve a mix of single and multi-family properties. Arnold Elementary School is located on the west side of Ocean Avenue between 227th Street and 228th Place.

Ocean Avenue serves as a north/south neighborhood collector street providing a direct connection between Sepulveda Boulevard and Lomita Boulevard, and intersects six residential streets. The width of Ocean Avenue varies between 30 feet and 35 feet, and has parking on both sides of the street. Two all-way STOP intersections exist at 226th Street and 228th Place (Attachment C). The roadway is straight and relatively flat.

ANALYSIS

Attachment D depicts the plan under consideration: installation of a new east-west pedestrian crossing, with new ADA curb ramp; installation of two new STOP signs on Ocean Avenue to create an all-way STOP configuration; and installation of a new RED curb zone in conjunction with the new northbound STOP sign.

The California Manual on Uniform Traffic Control Devices (CAMUTCD) provides guidance for the installation of STOP signs. Per Section 2B.07 Multi-Way Stop Applications (Attachment E), installation of an all-way STOP should be considered when one of the following main criteria are met. Criterion A is not applicable in this case and thus excluded from the discussion. Below and continued on the next page is an excerpt from Section 2B.07:

B. Reported Crashes

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. *Minimum Volumes Entering the Intersection: (C.1 and C.2) or (0.7*C.1 and 0.7*C.2)*

1. *Vehicular volume from major street approaches*

Total of both approaches averages at least 300 vehicles per hour for any 8 hours of an average day.

2. *Combined vehicular, pedestrian, and bicycle volume from minor street approaches*

Total of both approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

3. *30% reductions due to speed*

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2 (i.e., 210 vehicles per hour and 140 units per hour, respectively).

D. *Combination: 0.8*B, 0.8*C.1, and 0.8*C.2*

Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values (i.e., 4 crashes in a 12-month period, 240 vehicles per hour, and 160 units per hour, respectively). Criterion C.3 is excluded from this condition.

Analysis of Criteria B (Reported Crashes) and Criteria D (Combination)

Staff reviewed the collision data for the intersection of Ocean Avenue and 227th Street. There was one collision that occurred near the intersection over the past five years (March 2018 to February 2023). This is a broadside collision involving improper passing, which is not susceptible to correction by a multi-way stop installation. Thus, the intersection does not satisfy Criterion B. Furthermore, it will not satisfy Criterion D because the collision data does not meet 80 percent (0.8) of Criterion B.

Analysis of Criteria C.1, C.2 and C.3 (Volumes Entering the Intersection)

Staff collected traffic counts at the intersection of Ocean Avenue and 227th Street on February 22, 2023 between 1:15 p.m. and 2:45 p.m. and April 18, 2023 between 1:30 p.m. and 4:15 p.m. to capture vehicle and pedestrian traffic when school was dismissed; on February 22, 2023 from 5:00 p.m. to 6:00 p.m. and April 18, 2023 between 5:00 p.m. and 6:30 p.m. to capture the expected afternoon peak traffic; and on February 23, 2023 from 8:20 a.m. to 9:20 a.m. and April 18, 2023 between 7:30 a.m. and 9:30 a.m. to capture school drop off.

Although data was collected over less than an 8-hour period (see C.1 above), observations were performed during the expected peak periods of the intersection volumes to capture the highest "per hour" period. Thus, if the minimum volume criteria are not met during these periods, they are not expected to be met for the rest of the hours during the day.

The observed AM and PM peak hour volumes are summarized on Attachment F for February counts and Attachment G for April counts. The February counts were performed on cloudy days with a forecast of rain, when people are more likely to use vehicles rather than walk, while the April counts were performed under normal weather conditions. The counts conducted in February (Attachment F) yielded a higher total vehicle count; therefore, this data set was analyzed. The major street is Ocean Avenue traversing north-south and the minor street is 227th Street traversing east-west.

For the three peak one-hour periods observed, the average vehicular volume from Ocean Avenue approaches is 465 vehicles per hour, and the average combined vehicular, pedestrian, and bicycle volume from 227th Street approaches is 127 units per hour. Consequently, for the three peak one-hour periods observed, the intersection meets Criterion C.1, but does not meet Criterion C.2. The 85th-percentile speed on Ocean Avenue does not exceed 40 mph; thus, Criterion C.3 is not applicable.

Conclusions for Main Criteria

The intersection does not satisfy Criteria B (Reported Crashes), C (Volumes), and D (Combination of 80%B and 80%C).

Additional Criteria for All-Way STOP

Per CAMUTCD Section 2B.07, additional criteria may be considered in an engineering study including, but not limited to:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Traffic Commission Involvement

Staff contacted the requestor regarding the signatories of the petition and was informed that signatures were gathered through the PTA of Arnold Elementary/Launch Preschool. Thus, it was verified that signatories are parents or guardians of students. However, the following information was unverified and therefore affects the validity of the petition:

- A. Home address not provided. It cannot be confirmed if the individuals are from the same household and cannot be confirmed if they live within the vicinity of Arnold Elementary that would be impacted.
- B. Method of transportation. It cannot be confirmed if the individuals utilize Ocean Avenue and 227th Street for drop off/pick up and cannot be confirmed if they walk or drive through the intersection.

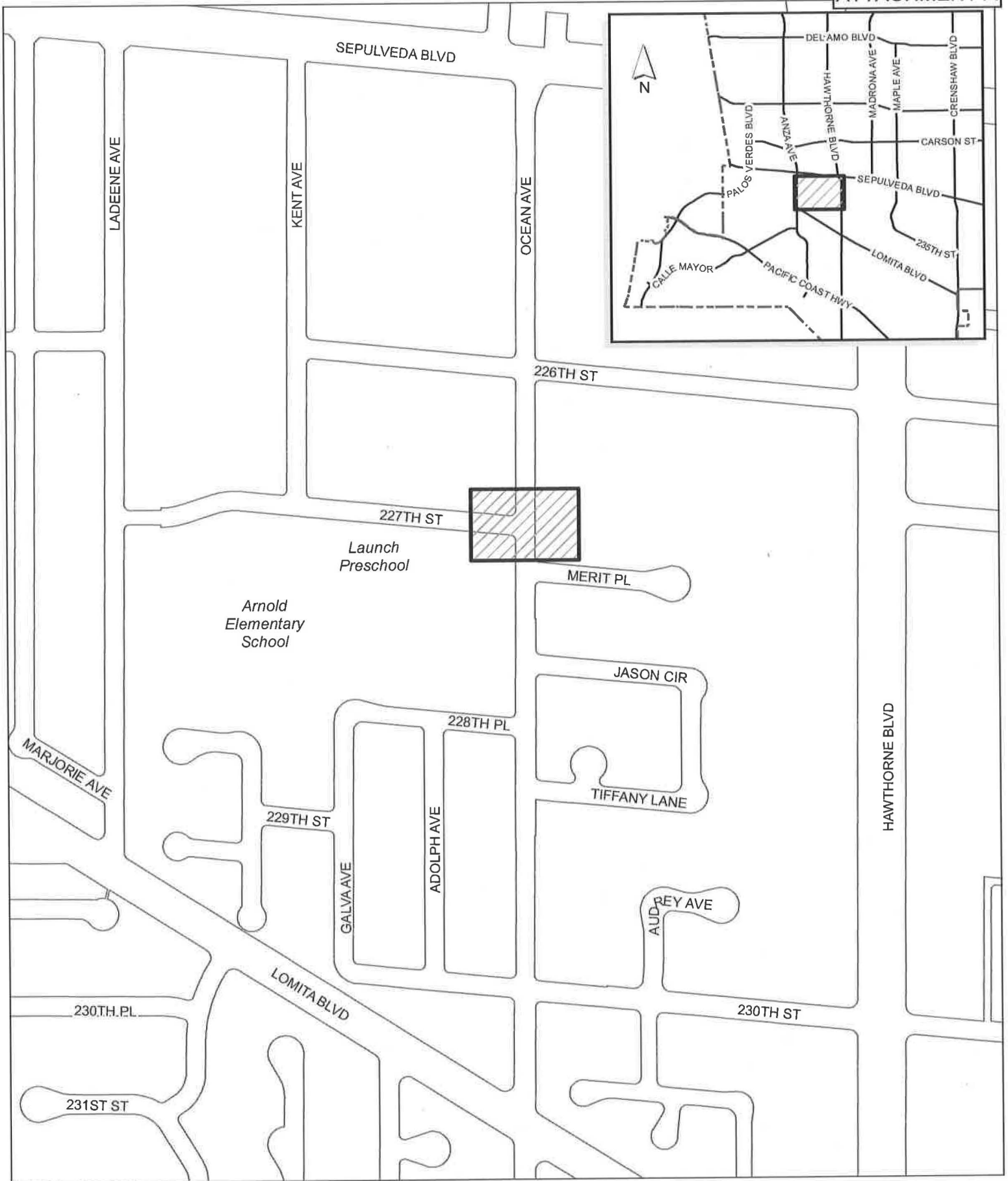
The fact the petition included only parents of students implies the petition excluded those residents who do not have a student at the school AND would be impacted by the requested improvements. It is critical to involve all those that would be impacted by the requested improvements. The requested installation would impact adjacent residents and motorists on a 24/7 basis throughout the year and not just during the 9-month school calendar. Furthermore, the pick-up/drop off periods are for short, limited time periods on school days only. Therefore, this item is being brought to the Traffic Commission for public input and discussion. A public notice notifying residents and Arnold Elementary School of tonight's meeting (Attachment H) was mailed to 134 parcels in the area south of Sepulveda Boulevard and west of Hawthorne Boulevard, per the public notification area shown in Attachment I. Attachment J provides correspondence related to this item received prior to the posting of the agenda.

Respectfully submitted,

CRAIG BILEZERIAN
PUBLIC WORKS DIRECTOR

By 
Brenda Moun
Engineering Manager

- Attachment A: Vicinity Map
- Attachment B: Petition
- Attachment C: Existing Condition Map
- Attachment D: Plan Under Consideration
- Attachment E: CAMUTCD Section 2B.07 Multi-Way Stop Applications
- Attachment F: Traffic Counts – February 22, 2023 and February 23, 2023
- Attachment G: Traffic Counts – April 18, 2023
- Attachment H: Public Notice
- Attachment I: Notification Area
- Attachment J: Correspondence Received



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PROJECT AREA

Project Vicinity Map



December 27, 2022

HON. GEORGE CHEN
Mayor, City of Torrance

Thru: Mr. Ginny Suruki
Chairman, Traffic Commission

Dear Sir:

I am Lutgarda dela Cruz, a resident of Torrance. I am a grandmother who drops and picks up my Grade one student in Arnold Elementary School plus 2 - 3 students on occasions.

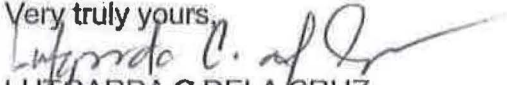
In behalf of my neighbors and other parents, I am sending you this letter to inform you of the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre-school students (Launch Pre-School and Arnold Elementary School) during school days. We are truly concerned with the huge number of speeding cars especially on crossing times to get to school.

To this end, we therefore appeal and request you to please place a crosswalk and a three-way stop sign in the area. We deem these measures necessary to prevent avoidable accidents and uphold the priority on public safety which we know is one of your priorities.

We hope for your immediate action on this matter.

Thank you very much and more power!

Very truly yours,


LUTGARDA C DELACRUZ

*Attached are the street photos and signature of parents/guardians

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:

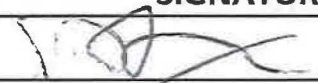


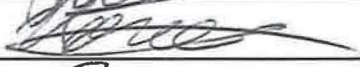

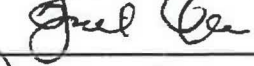


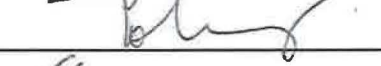





Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre-school students (Launch Pre-School and Arnold Elementary School) during school days.

NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
SARAH LONG	90505	1/16/23		<i>Sarah A. W. Long</i>
KARTHICKUMAR	90505	1/16/23		<i>[Signature]</i>
<i>[Signature]</i>	90505	1/16/23		<i>[Signature]</i>
Cynthia Campos	90503	1/27/23		<i>[Signature]</i>
Rafael Menezes	90505	1/27/23		<i>[Signature]</i>
Michael Gochman	90504	1/31/23		<i>[Signature]</i>
Dennis Gochman	90504	1/31/23		<i>[Signature]</i>
Monique Toppie	90505	1/31/23		<i>[Signature]</i>
Kristina Sixto	90505	1/31/23		<i>Kristina Sixto</i>
Jonas Kevin Park	90505	1/31/23		<i>[Signature]</i>
Angelica Gramajo	90505	1/31/23		<i>[Signature]</i>
Ulysses Rivera	90505	1/31/23		<i>[Signature]</i>
Rajasekar Eswaran	90505	1/31/23		<i>[Signature]</i>
JAMES MENDIS	90505	1/31/23		<i>[Signature]</i>
Inis Cabrera	90505	2/1/23		<i>[Signature]</i>

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:

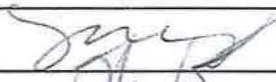
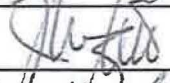

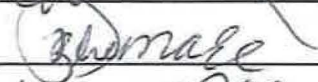
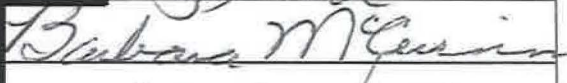
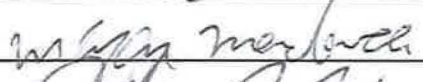
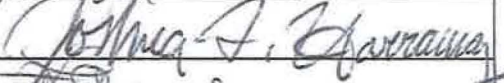
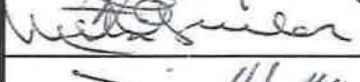

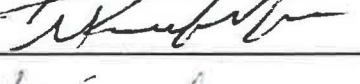
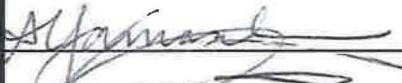

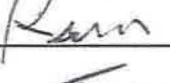


Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre-school students (Launch Pre-School and Arnold Elementary School) during school days.

NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
JEFF MENDENCE	90505	1-4-22		
Krishna Brown	90505	1-4-22		
Jessica Liem	90505	1-4-22		
Erdenessoye	90505	1-5-23		
Rigo T.	90501	1-5-23		
Janet Guerra	90505	1/5/23		
Janet Mendenace	90505	1/5/23		
Caitlyn Bidwell	90505	1/5/23		
Salomea Tushin	90505	1/5/23		
Kanako Shimada	90501	1/5/23		
H. Rotaru	90505	1/5/23		
Cindy Mejia	90505	1/5/23		
ANGELO SANTOS	90505	1/5/23		
Marie Brashears	90505	1/31/23		

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:

Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre-school students (Launch Pre-School and Arnold Elementary School) during school days.

NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
Jo Ann Santos	90505	12/30/23		
Joanne Ang	90505	1/4/23		
Melinda Cohen	90505	1/4/23		
Shivna Bhumre	90505	1/4/23		
Barbara McCurnin	90505	1-4-23		
MAYRON MENDOZA	90505	1-4-23		
Josh Harraway	90505	1-4-23		
Mitsi Aguilar	90505	1-4-23		
David Martinek	90505	1-4-23		
Bryanua Munkh	90505	1-4-23		
Jinnyl Vamasaki	90503	1-4-23		
Lenard Statum	90505	1-4-23		
Yunna Kim	90505	1-4-23		
Terrance King	90505	1-4-23		
Gabriel Silva	90505	1-4-23		

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:

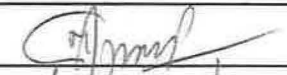
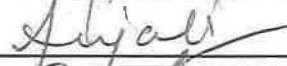




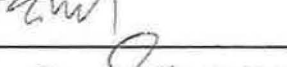



Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre- school students (Launch Pre-School and Arnold Elementary School) during school days.

NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
Meissa Ellis	90505	1/7/2023	[REDACTED]	[Signature]
BREAN T. ELLIS	90505	1/8/2023	[REDACTED]	[Signature]
Manishu Shirke	90505	1/8/2023	[REDACTED]	[Signature]
Dipak Shirke	90505	1/8/2023	[REDACTED]	[Signature]
Leticia Contreras	90505	1/8/2023	[REDACTED]	[Signature]
Agustin Morales	90505	1/8/2023	[REDACTED]	[Signature]
Alondra morales	90505	1/8/2023	[REDACTED]	Alondra M-C.
Luis Bedoya	90505	1/8/2023	[REDACTED]	[Signature]
JULIETA N. NONES	90505	1/9/2023	[REDACTED]	[Signature]
Seung Choi	90505	1/9/2023	[REDACTED]	[Signature]
Marlen Ellis	90505	1/9/2023	[REDACTED]	[Signature]
MARIO PEREZ	90505	1/9/2023	[REDACTED]	[Signature]
Amparo Perez	90505	1/9/2023	[REDACTED]	[Signature]
FELICIANO NONES	90505	09 JAN 23	[REDACTED]	[Signature]
Raji Shirke	90505	1/9/2023	[REDACTED]	[Signature]

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:

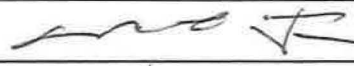
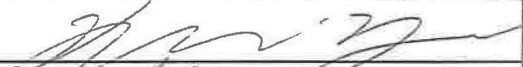



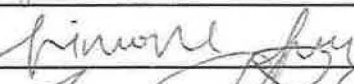




Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre- school students (Launch Pre-School and Arnold Elementary School) during school days.

NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
Nand Gopal Tiner	90505	1/10/2023		
Anjali	90505	1/10/2023		
Erica Ortega	90505	1/10/2023		
TUTU HUSSU	90501	1/26/23		
Wadiah Nobacher	90710	1/26/23		
Dairyn Garcia	90505	1/26/23		
Jeong mi Yoon	90505	1/26/23		
Yesua Meshkel	90509	1/26/23		
Sandra Barco	90505	1/26/23		
Jennifer Haraway	90505	1/26/23		

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.

Petition Summary & Background:



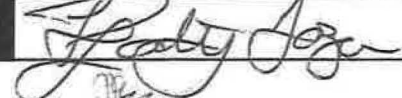
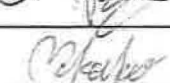

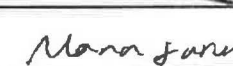
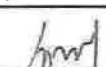
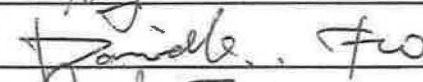

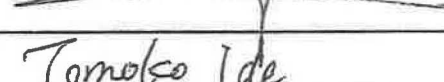
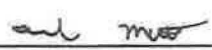
Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre- school students (Launch Pre-School and Arnold Elementary School) during school days.

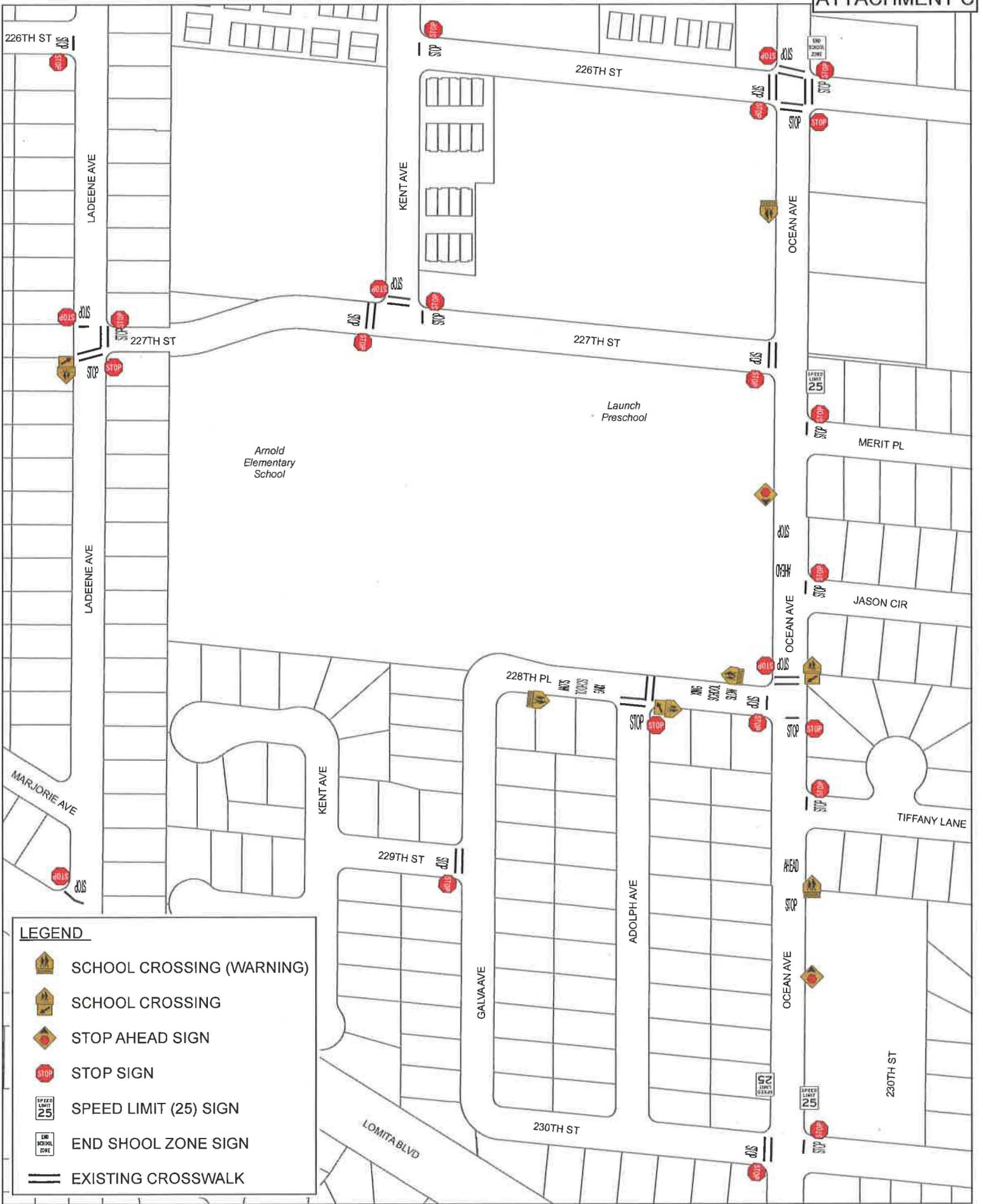
NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
Ayako Tun	90503	1/6/22	[REDACTED]	
Konomi Yoder	90505	1/6/22		
Daniel Deasos	90505	1/6/22		
Sen Hyun Chang	90505	1/31/21		
RYO ISH	90503	1/31/21		
Neha Yada	90505	1/31/23		
Simone Smith	90502	1/31/23		
Laura Smith	90502	1-31-23		
Xuanen Tu	90505	1/31-23		
Sujean Choh	90505	1/31/23		

STOP SIGN ON OCEAN AVE. CORNER 227TH ST.








Petition Summary & Background:

Safety and the traffic situation at the corner of Ocean Avenue and 227th Street, an intersection heavily crossed by elementary and pre-school students (Launch Pre-School and Arnold Elementary School) during school days.

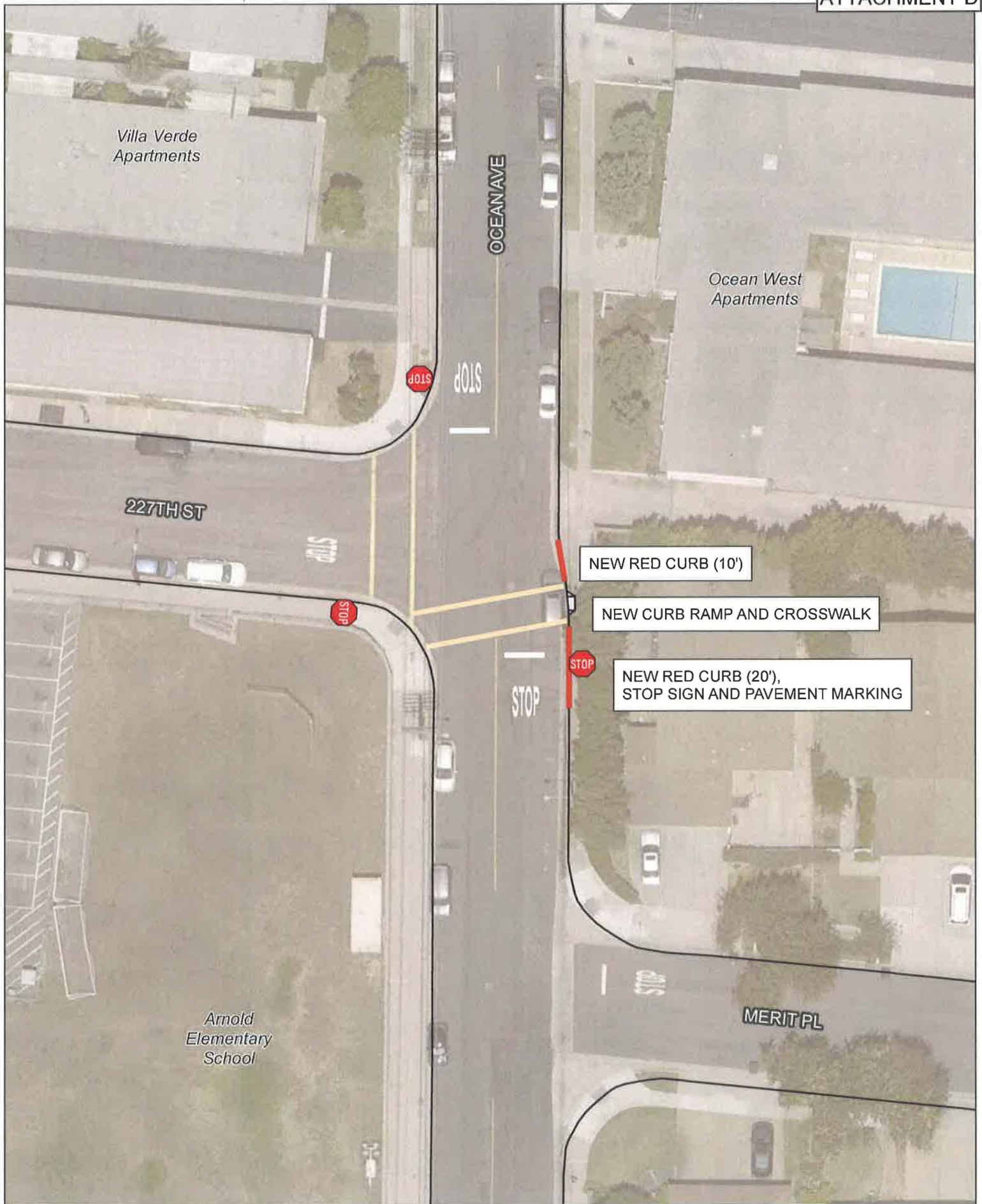
NAME	ZIPCODE	DATE	EMAIL	SIGNATURE
Dayean Chor	90505	1-18-23		
Amanda Abumuhor	90505	1/18/23		
Martha LOZA	90501	1/20/23		
John Doan	90740	1/23/23		
Makako Nishizawa	90505	1/23/23		
Wilena Tsveta	90582	11/22/23		
Mana Furuta	90274	1/23/23		Mana Furuta
Amy Iui	90583	1/23/23		
LIN FU	90505	1/23/23		
Junko Tan	90501	1/23/23		
Shahrbanoo Shagegan	90275	1/23/23		
Tomoko Ide	90505	1/23/23		Tomoko Ide
p. Matsume	90505	1/29/23		



LEGEND

-  SCHOOL CROSSING (WARNING)
-  SCHOOL CROSSING
-  STOP AHEAD SIGN
-  STOP SIGN
-  SPEED LIMIT 25 SIGN
-  END SHOOOL ZONE SIGN
-  EXISTING CROSSWALK





PlanUnderConsideration(20230501).mxd

Plan Under Consideration



Support:

17 Caltrans will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications*Guidance:*

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

02 A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.

03 Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.

02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

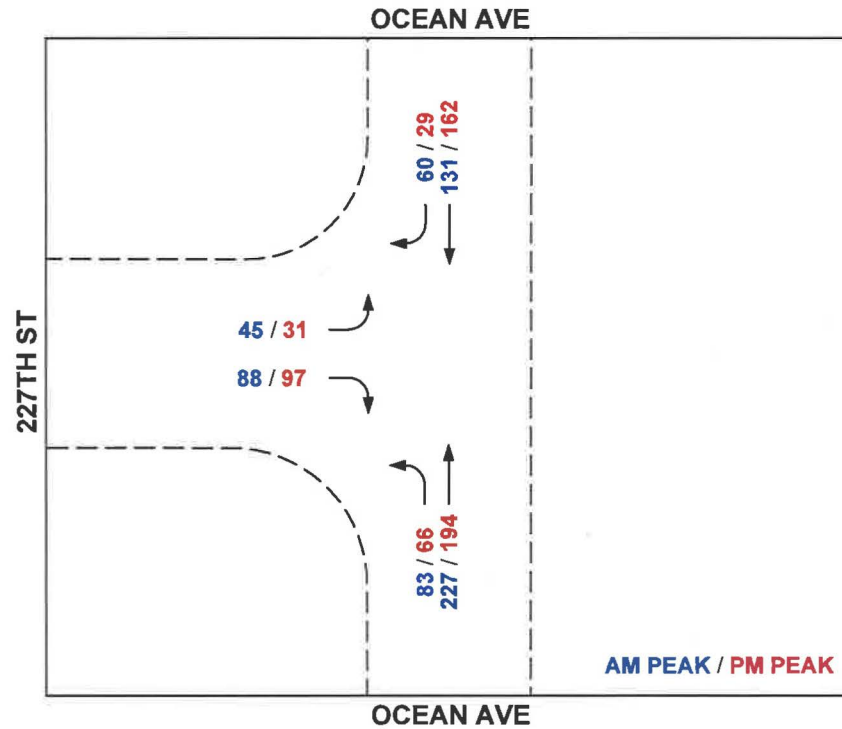
02a YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.

03 STOP signs and YIELD signs shall not be mounted on the same post.

04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.

05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.

06 No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.



TRAFFIC COUNTS

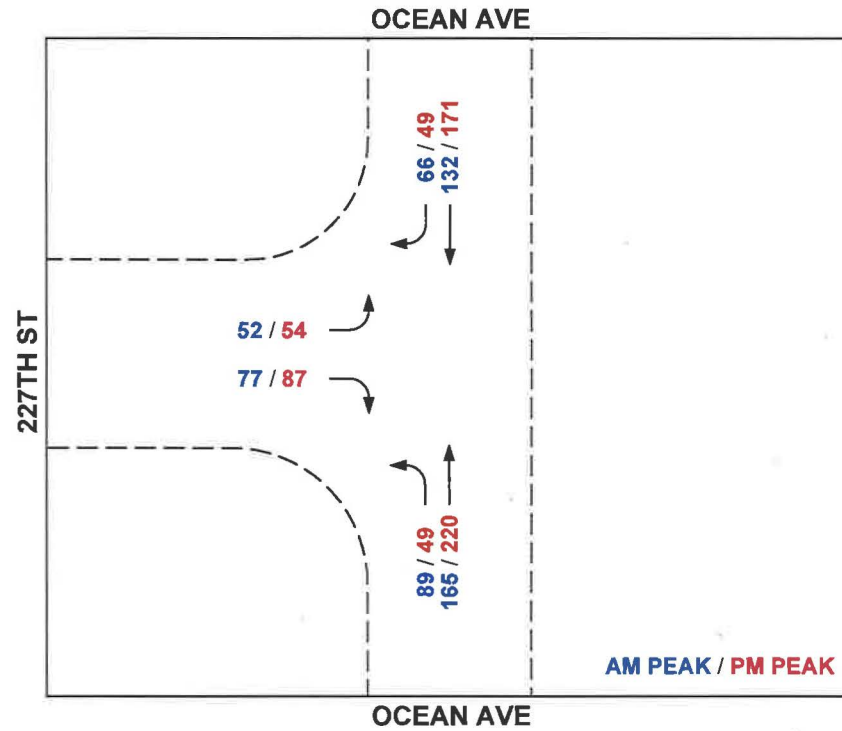
INTERSECTION	DATE OBSERVED	TIME	PEDESTRIANS CROSSING 227TH ST	VEHICLES ON 227TH ST ⁽¹⁾	VEHICLES ON OCEAN AVE ⁽²⁾	TOTAL VEHICLES
OCEAN AVE / 227TH ST	02/23/2023	8:20AM-9:20AM ⁽³⁾	27	133	501	634
OCEAN AVE / 227TH ST	02/22/2023	1:45PM-2:45PM ⁽³⁾	41	128	451	579
OCEAN AVE / 227TH ST	02/22/2023	5:00PM-6:00PM	12	40	443	483
AVERAGE PER HOUR			27	100	465	565

(1) NUMBER OF VEHICLES TRAVELING ON EASTBOUND DIRECTION
 (2) NUMBER OF VEHICLES TRAVELING ON NORTHBOUND AND SOUTHBOUND DIRECTIONS
 (3) PEAK HOUR



CITY OF TORRANCE
 PUBLIC WORKS DEPARTMENT

TRAFFIC COUNTS



TRAFFIC COUNTS

INTERSECTION	DATE OBSERVED	TIME	PEDESTRIANS CROSSING 227TH ST	VEHICLES ON 227TH ST ⁽¹⁾	VEHICLES ON OCEAN AVE ⁽²⁾	TOTAL VEHICLES
OCEAN AVE / 227TH ST	04/18/2023	8:15AM-9:15AM ⁽³⁾	50	129	452	581
OCEAN AVE / 227TH ST	04/18/2023	2:45PM-3:45PM ⁽³⁾	57	141	489	630
OCEAN AVE / 227TH ST	04/18/2023	5:15PM-6:15PM	17	40	430	470
AVERAGE PER HOUR			41	103	457	560

(1) NUMBER OF VEHICLES TRAVELING ON EASTBOUND DIRECTION
 (2) NUMBER OF VEHICLES TRAVELING ON NORTHBOUND AND SOUTHBOUND DIRECTIONS
 (3) PEAK HOUR



CITY OF TORRANCE
 PUBLIC WORKS DEPARTMENT

TRAFFIC COUNTS

CONSIDERATION OF ALL-WAY STOP AND PEDESTRIAN CROSSING AT OCEAN AVENUE AND 227TH STREET



NOTICE OF TRAFFIC COMMISSION MEETING

Consideration of All-Way STOP and Pedestrian Crossing
at Ocean Avenue and 227th Street

Monday, May 1, 2023 at 7:00 p.m.

**Torrance City Hall - West Annex Commission Room
3031 Torrance Boulevard**

On **Monday, May 1, 2023 at 7:00 p.m.**, the City of Torrance Traffic Commission will take public input regarding a request to consider installation of a new east-west pedestrian crossing and two new STOP signs on Ocean Avenue to create an all-way STOP at the intersection with 227th Street.

Public input is an important part of the City's decision-making process. You may provide input by speaking at the meeting or by submitting comments in writing to: TrafficCommission@TorranceCA.Gov by 2:00 p.m. on the day of the meeting.

Information about the requested STOP signs and pedestrian crossing will be included in the Commission Agenda Packet, which will be posted on Thursday, April 27, 2023 on the Traffic Commission website at: www.TorranceCA.Gov/2023TrafficCommission



For questions, please contact:

Jessamine Que, Associate Engineer (310) 781-6900

www.TorranceCA.Gov/TrafficCommission

CITY COUNCIL

Mayor George K. Chen

Mike Griffiths	Bridgett Lewis
Jon Kaji	Aurelio Mattucci
Sharon Kalani	Asam Sheikh

Rebecca Poirier City Clerk	Tim Goodrich City Treasurer
-------------------------------	--------------------------------

Aram Chaparyan
City Manager



NotificationArea(20230306).mxd



NOTIFIED PARCELS

Notification Area



[REDACTED]

From: Chung Hyun [REDACTED]
Sent: Wednesday, March 1, 2023 7:02 PM
To: Traffic Commission
Subject: Proposal 4-way stop sign at Ocean ave/230th St

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Hi To whom it may concern,

This is Chung and my address is [REDACTED].

I got a letter that Notice of Traffic Commission meeting and I'd rather propose that it needs to install 4 way stop signs at Ocean Ave and 230th St instead of Ocean ave/227th St.

On Ocean/227th St there are already 2 stop signs and it is enough. My friends and my family have had a couple of almost car accident experiences on Ocean ave/230th St.

Because it is the road to the nearby Arnold Elementary School and Hawthorne Blvd.

I've been thinking about ASKING this proposal and now finally did it.

B.Rgds
Sarah

[REDACTED]

From: Gary Thompson [REDACTED]
Sent: Thursday, March 2, 2023 10:40 PM
To: Traffic Commission
Subject: Proposed All-Way Stop at Ocean Ave. & 227th Street

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Traffic Commissioners,

We received your notice regarding the request to install All-Way stop signs at the corner of Ocean Ave and 227th Street. We also read the letter with petition signatures online requesting stop signs and crosswalks. We are in favor for a trial period of several months. We have lived at [REDACTED] Merit Place for the past 45 years with both our son and daughter attending Arnold Elementary School in the 1980's. Our home is one of 16 homes on a Cul-de-Sac street adjacent to this intersection which needs to have a crosswalk across Ocean Ave at 227th. Currently, the cars traveling southbound on Ocean Ave are difficult to see when we turn left from Merit Place onto Ocean Ave because of the cars parked at the curb. The proposed stop signs would help improve the safety of cars exiting Merit Place because it would definitely slow down the speeding of traffic on Ocean Ave.

Presently, we have concerns regarding the vehicles that are parked at the curb on the East side of Ocean Ave. Such cars block our views of oncoming traffic in both directions. If a stop sign is installed, the red curbs need to be extended in both directions for improved visibility when exiting Merit Place. With stop signs, cars entering and existing Merit Place during heavy traffic on Ocean Ave will be delayed by cars backed up at the northbound stop sign. This blocking problem would occur several times each day during rush hours and school drop-off and pick-up times.

Parents with children frequently park on Merit Place and walk across Ocean Ave at 227th St. Currently, there is no crosswalk at 227th. As a suggestion, creating a dedicated left-turn lane for northbound traffic onto 227th Street would definitely help traffic flow. This would allow cars behind left-turning vehicles to then proceed northbound by using the curb parking lane - if it were painted red. Today, many parents drive their kids to and from school which causes serious traffic congestion, unlike 40 years ago. Northbound cars turning left onto 227th street now have to wait and wait in order to make a safe left turn which then backs up all the traffic behind them.

Thus, without a dedicated left-turn lane, we request a trial period with the All-way stop signs to evaluate their impact on Merit Place residents.

Gary and Sue Thompson
[REDACTED]

[REDACTED]

From: Cindy Mejia [REDACTED]
Sent: Saturday, March 4, 2023 9:06 AM
To: Traffic Commission
Subject: Proposed ALL WAY stop at Ocean Ave and 227th Street
Attachments: Mother and stroller.mp4; 227th 1A.mp4; Morning traffic.jpg; Elementary Student.jpg; Elementary Student 2.jpg; Elementary Student 3.jpg; Crossing street.jpg; 227th 1B.mp4

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Dear Traffic Commission,

I am a current resident at the intersection of Ocean Avenue and 227th street in the city of Torrance. I have resided at the [REDACTED] Apartments for four years. My unit has a balcony facing Ocean Avenue and 227th street. This is a lovely and calm neighborhood in which I feel happy and fortunate to be surrounded by amiable neighbors. Across from where I reside, I am able to catch sight of Arnold Elementary School field and the Villa Verde Apartments. There is an alarming concern regarding the intersection of Ocean Avenue and 227th street due to parents and their children crossing the street with out any stop signs, crosswalk, crossing gaurd, or speed limit signs.

During the school week, parents are regularly crossing the street with their children and either dropping them off or picking them up from school (Arnold Elementary School and Launch Pre-School). Vehicles are always speeding and hardly giving families the right of way to cross the street. There has been numerous of close calls in which these families have risked their lives in crossing the street in hopes that the next car will stop and give them way.

Furthermore, the parking provided in my unit is at a lower level. Therefore, when coming out of the parking garage, we go up a ramp. Despite having convex safety mirrors in place, it is difficult to visualize oncoming vehicles due to cars parked on the street. I personally have witnessed a collision between a speeding vehicle and a vehicle coming out of the parking garage. This is also the same, but on the opposite side of my parking garage. Vehicles coming from 227th street and into Ocean Ave, it is difficult to see oncoming vehicles from both directions.

I appreciate the time the Traffic Commission has taken to consider the safety and recommendation of installing two new stop signs to create an ALL-WAY stop at the intersection of Ocean Avenue and 227th street. I completely support this proposal, but unfortunately, I will not be able to attend to the meeting on Monday March 6, 2023 at 7p.m. due to work schedule.

I have attached pictures and videos to this email. I hope you will take them into consideration and help avoid an accident.

Respectfully,
Cindy Mejia

[REDACTED]

From: Kristen Ishii [REDACTED]
Sent: Sunday, March 5, 2023 11:20 PM
To: Traffic Commission
Subject: NO on proposed Ocean and 227th Stop Sign

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

To whom it may concern:

In regards to the the ALL-WAY stop, I am in total disagreement with adding two new stop signs. I've lived here for nearly my whole life. I've walked to Arnold Elementary from K-5 when I attended as a student and to this day with my dog, to which I have used the cross walks to get to/from Arnold. There are enough stops signs on this section of Ocean Ave at this time within 1-2 blocks from this proposed location, and they are not too far of a walk to cross at. People are able to walk safely to the next crosswalk approximately 479ft (226th) or 0.1 miles (228th) or a 2 minute walk in either direction. Laziness and trying to jay walk should not be a reason to add a stop sign for convenience and titling it as "safety." Also as a resident of the 228th area, the stop sign on Ocean and 228th already greatly affect my ability to get out of my own neighborhood. Sometimes I am waiting more than 5 min to get out during these peak times. Adding another stop sign would further increase my time to exit/enter my own neighborhood as well as disrupt and interfere my residency here all the time. Whereas, this stop sign is only intermittently requested to fulfill it's purpose (only during school entry and exit) for the 0.07% of pedestrians near Arnold Elementary (53 pedestrians recorded/694 students at Arnold, a lower percent if including Launch). For the several years these parents/grandparents/guardians are going to Arnold and proposing this stop sign to address their own needs at this time, this most likely won't affect them 30 years later everyday, no matter the time, unlike me, whom I will have to deal with this everyday, 24/7, for as long as I live here. People can walk to the next stop sign a block away. Additionally, in foresight this would even back up 226th and Ocean stop signs as there is such a quick stop between each section. This area already becomes congested going North/South on Ocean and people turning from 226th onto Ocean during peak times. Furthermore, causing greater traffic and headache to the area. Please consider these points during your discussion and to NOT place a stop sign.

Thank you for reading this resident's concern.

[REDACTED]

From: Sharon Ishii [REDACTED]
Sent: Sunday, March 5, 2023 10:30 PM
To: Traffic Commission
Subject: Proposed All-Way Stop at Ocean and 227th St.

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

To Whom it May Concern:

I am a resident living in the Ocean/227th St. neighborhood since 1995. I am TOTALLY AGAINST THIS PROPOSED ALL-WAY STOP!!!!!!

There is no reason to put another stop sign at this intersection. I have to drive on Ocean Ave. and have no other way to get out of my street which exits onto Ocean Ave. Putting a stop there would actually back up the street even more, which would make it harder to get out.

There are already stop signs on Ocean Ave. and 226th and 228th.

So, putting another stop sign on Ocean and 227th will make 3 stop signs in 2 blocks.

Parents can cross safely at either 226th and 228th.

The stop at 226th is where Discovery Park is, so that is okay. The stop at 228th is where Arnold is, so that is okay.

But, putting another stop at 227th will create traffic backed ups.

Please consider the residents who live off of Ocean Ave. or in the area that have to deal with this traffic on an everyday basis.

Thank you for your listening to the recommendations of the residents who live in that area.

~Concerned Ocean Ave. Area Resident

[REDACTED]

From: Dayton Lee [REDACTED]
Sent: Monday, March 6, 2023 3:39 PM
To: Traffic Commission
Subject: Proposed ALL-WAY STOP at Ocean Avenue and 227th Place

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Torrance Traffic Commission:

As a resident that would be impacted by the proposed ALL-WAY STOP at Ocean Avenue and 227th Place, I would like to voice my opposition to this action. There is already a stop sign at Ocean Avenue and 228th Place for parents and children to cross in the morning and afternoon. Adding another stop sign just 50 feet away would only add to the congestion on Ocean Avenue during those times, as well as the remainder of the time 24/7, 365 days.

I'm assuming that the petition for the proposed stop signs are coming from the apartments on the east side of Ocean Avenue, just north of 227th Place. It is not that inconvenient to walk a little further to cross at 228th Place. The parents and children will only be attending Arnold for a few years, then move on, no longer utilizing the installed stop signs. The proposed stop signs will impact the residents in perpetuity.

Thank you.

Dayton Lee
Resident

[REDACTED]

From: lisa kaainoni [REDACTED]
Sent: Friday, April 14, 2023 10:01 AM
To: PWTraffic
Subject: REQUEST: STOP sign at Ocean Ave. and West 227th Street (South Torrance)

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Dear City of Torrance - Traffic Engineering Department,

Thank you for taking the time to read my inquiry/request.

I am formally submitting a request/review to propose a **STOP** sign installation near LAUNCH Preschool and Arnold Elementary School at **Ocean Avenue** and **West 227th Street**.

Two of my sons were former students at LAUNCH Preschool and I currently have my youngest attending. Since 2020, when my kids first started attending LAUNCH Preschool (a school that serves both typically developing children and children with special needs), I've noticed a consistent amount of traffic/speeding and unsafe "jaywalking" on Ocean Ave. and West 227th Street during school hours, particularly during drop-off (various times) and pick-up (various times). Additionally, heading east on West 227th street to make a left turn on Ocean Avenue, most driver's view to turn left/right is obstructed by parked cars along the street, making it unsafe to proceed with caution without getting hit by a car and/or hitting a pedestrian. To date, there is no pedestrian crosswalk or STOP sign North-South on Ocean Ave. and West 227th Street.

My hope is that the City of Torrance would evaluate the need and install a permanent STOP sign at these streets for the safety of pedestrians and drivers.

Also, should you need to be in-touch here is my contact information:

Name: Lisa Ka'ainoni
[REDACTED]

Thank you again for taking the time to review my request.

Best,
Lisa

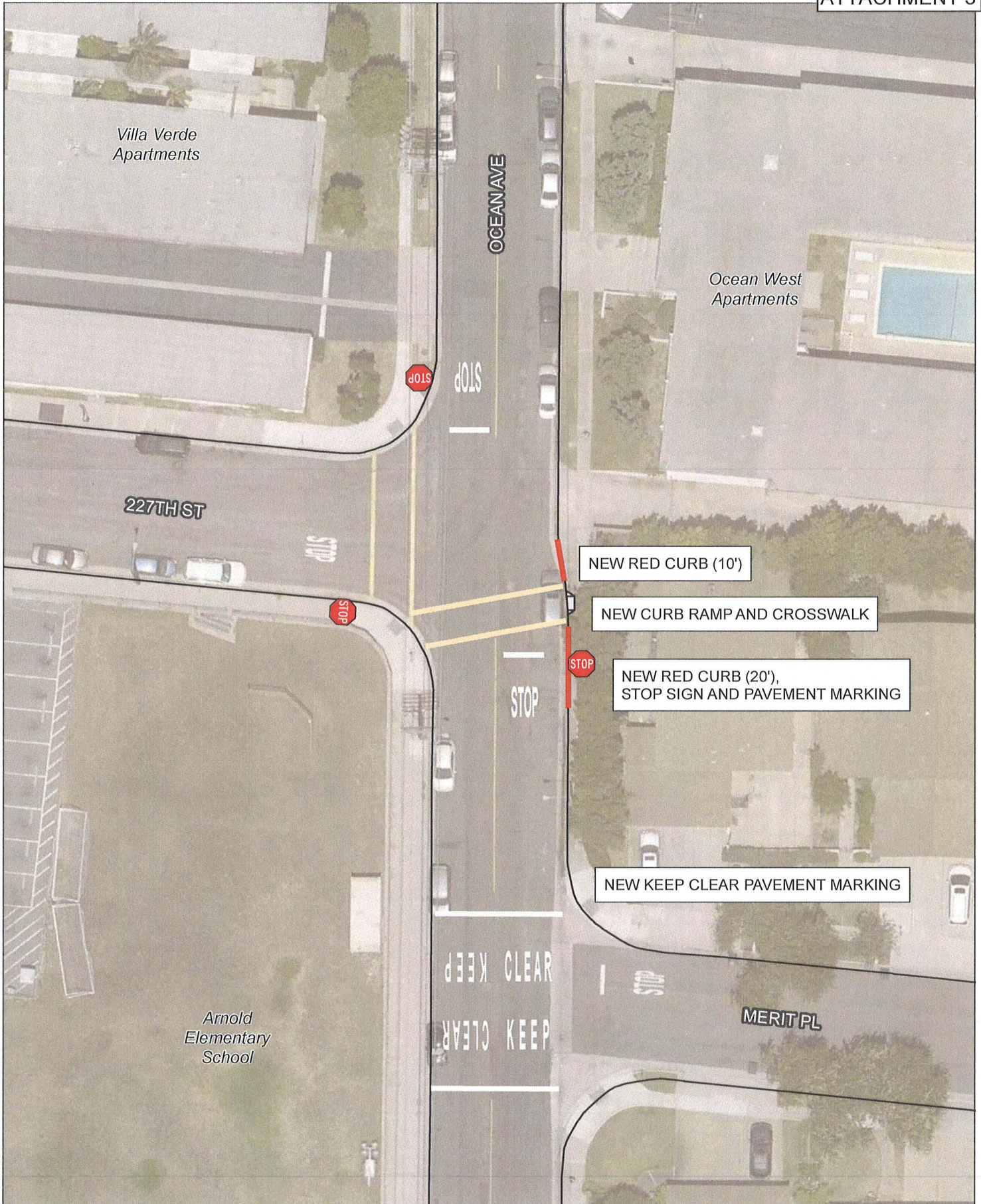
--
Lisa E. Ka`ainoni

--
[REDACTED]

*ATTENTION: Protected by Federal Law!

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ProposedPlan(20231002).mxd

Proposed Improvements



Support:

¹⁷ Caltrans will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications*Guidance:*

⁰¹ At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

⁰² The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

⁰³ The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

⁰¹ Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

⁰² The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

⁰³ The decision to install multi-way stop control should be based on an engineering study.

⁰⁴ The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

⁰⁵ Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

02 A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.

03 Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.

02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

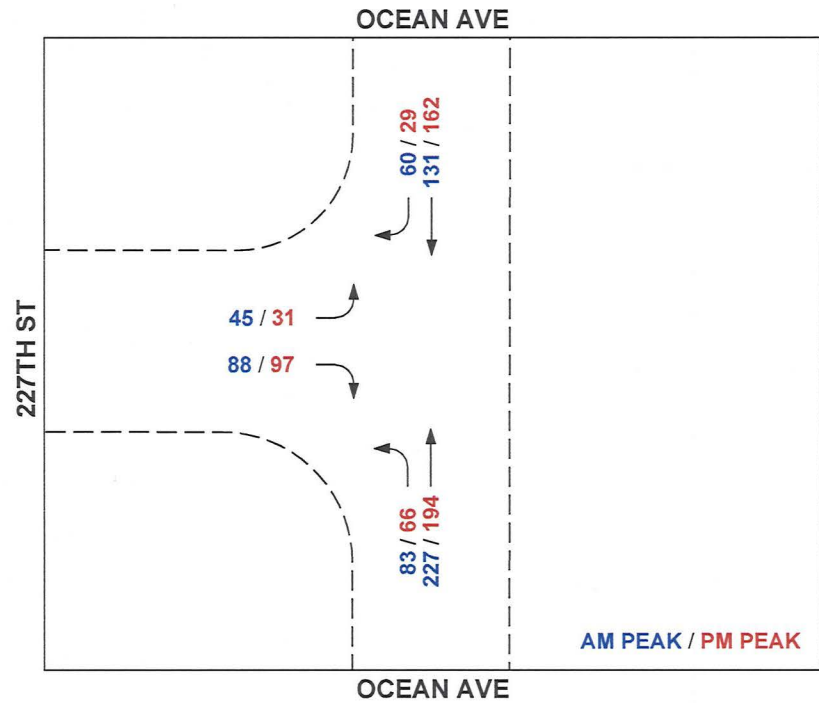
02a YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.

03 STOP signs and YIELD signs shall not be mounted on the same post.

04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.

05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.

06 No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.



TRAFFIC COUNTS

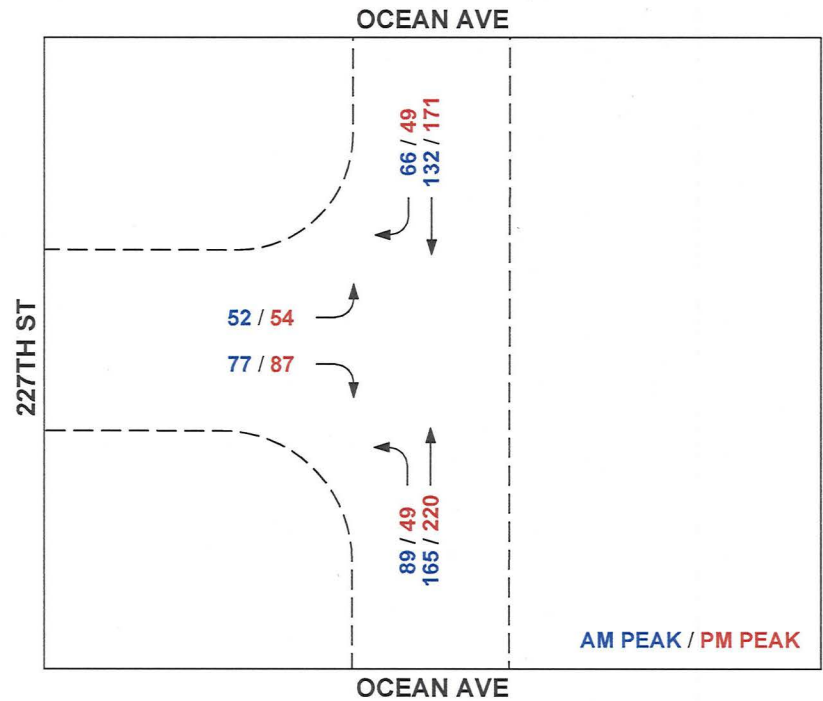
INTERSECTION	DATE OBSERVED	TIME	PEDESTRIANS CROSSING 227TH ST	VEHICLES ON 227TH ST ⁽¹⁾	VEHICLES ON OCEAN AVE ⁽²⁾	TOTAL VEHICLES
OCEAN AVE / 227TH ST	02/23/2023	8:20AM-9:20AM ⁽³⁾	27	133	501	634
OCEAN AVE / 227TH ST	02/22/2023	1:45PM-2:45PM ⁽³⁾	41	128	451	579
OCEAN AVE / 227TH ST	02/22/2023	5:00PM-6:00PM	12	40	443	483
		AVERAGE PER HOUR	27	100	465	565

(1) NUMBER OF VEHICLES TRAVELING ON EASTBOUND DIRECTION
 (2) NUMBER OF VEHICLES TRAVELING ON NORTHBOUND AND SOUTHBOUND DIRECTIONS
 (3) PEAK HOUR



CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT

TRAFFIC AND PEDESTRIAN COUNTS #1



TRAFFIC COUNTS						
INTERSECTION	DATE OBSERVED	TIME	PEDESTRIANS CROSSING 227TH ST	VEHICLES ON 227TH ST ⁽¹⁾	VEHICLES ON OCEAN AVE ⁽²⁾	TOTAL VEHICLES
OCEAN AVE / 227TH ST	04/18/2023	8:15AM-9:15AM ⁽³⁾	50	129	452	581
OCEAN AVE / 227TH ST	04/18/2023	2:45PM-3:45PM ⁽³⁾	57	141	489	630
OCEAN AVE / 227TH ST	04/18/2023	5:15PM-6:15PM	17	40	430	470
		AVERAGE PER HOUR	41	103	457	560

(1) NUMBER OF VEHICLES TRAVELING ON EASTBOUND DIRECTION
 (2) NUMBER OF VEHICLES TRAVELING ON NORTHBOUND AND SOUTHBOUND DIRECTIONS
 (3) PEAK HOUR



CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT

TRAFFIC AND PEDESTRIAN COUNTS #2

CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
 - A. Adult control of pedestrians and vehicles by adult crossing guards,
 - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
 - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the "AAA School Safety Patrol Operations Manual" (see Section 1A.11).

Section 7D.02 Adult Crossing Guards

Option:

01 Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.

02 Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

03 *An Adult Crossing Guard should be considered when:*

- A. *Special situations make it necessary to assist elementary school pedestrians in crossing the street.*
- B. *A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.*

Criteria for Adult Crossing Guards

Support:

04 Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

05 Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.

Whenever the critical (85th percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.
2. At stop sign-controlled crossing:

Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
3. At traffic signal-controlled crossings:
 - a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
 - b. Where justified through analysis of the operations of the intersection.

Legal Authority and Program Funding for Adult Crossing Guards

Option:

06 Cities and counties may designate local law enforcement agencies, the governing board of any school district or a county superintendent of schools to recruit and assign adult crossing guards to intersections that meet approved guidelines for adult supervision.

Support:

⁰⁷ There are various methods for funding a school adult crossing guard program. One of these methods is through the use of fines and forfeitures received under the Penal Code. Disposition of these fines and forfeitures is defined in CVC Sections 42200 and 42201.

⁰⁸ An example of these dispositions by cities and counties is as follows:

- A. Disposition by cities (CVC 42200). Fines and forfeitures received by cities and deposited into a "Traffic Safety Fund" may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the city.
- B. Disposition by county (CVC 42201). Fines and forfeitures received by a county and deposited in the road fund of the county may be used to pay the compensation of school crossing guards, and necessary equipment and administrative costs. The board of supervisors may adopt standards for crossing guards and has final authority over the total cost of the crossing guard program.

Section 7D.03 Qualifications of Adult Crossing Guards

Support:

⁰¹ High standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by schoolchildren within and in the immediate vicinity of school crosswalks.

Guidance:

⁰² *Adult crossing guards should possess the following minimum qualifications:*

- A. *Average intelligence;*
- B. *Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- C. *Ability to control a STOP paddle effectively to provide approaching road users with a clear, fully direct view of the paddle's STOP message during the entire crossing movement;*
- D. *Ability to communicate specific instructions clearly, firmly, and courteously;*
- E. *Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury.*
- F. *Mental alertness;*
- G. *Neat appearance;*
- H. *Good character;*
- I. *Dependability; and*
- J. *An overall sense of responsibility for the safety of students.*

Training Programs for Adult Crossing Guards

Guidance:

⁰³ *Adequate training should be provided in adult crossing guard responsibilities and authority. This function can usually be performed effectively by a law enforcement agency responsible for traffic control.*

⁰⁴ *Training programs should be designed to acquaint newly employed crossing guards with their specific duties, local traffic regulations, and crossing techniques. Training workshops may be used as a method of advising experienced employees of recent changes in existing traffic laws and program procedures. For example, crossing guards should be familiar with the California law which provides that any person who disregards any traffic signal or direction given by a non-student school crossing guard authorized by a law enforcement agency, any board of supervisors of a county or school district shall be guilty of an infraction and subject to the penalties of Section 42001 of the CVC (Section 2815).*

Section 7D.04 Uniform of Adult Crossing Guards

Standard:

⁰¹ **Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2004 standard performance for Class 2 as described in Section 6E.02.**

PROPOSED ALL-WAY STOP AND PEDESTRIAN CROSSING AT OCEAN AVENUE AND 227TH STREET



NOTICE OF TRAFFIC COMMISSION MEETING

Proposed All-Way STOP and Pedestrian Crossing
at Ocean Avenue and 227th Street

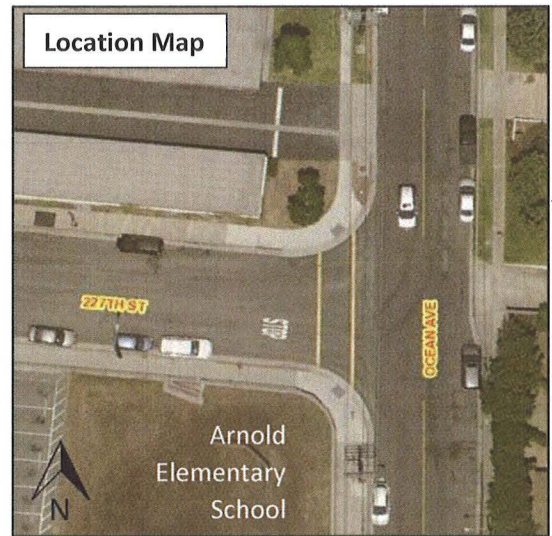
Monday, October 2, 2023 at 7:00 p.m.

**Torrance City Hall – West Annex Commission Room
3031 Torrance Boulevard**

On **Monday, October 2, 2023 at 7:00 p.m.**, the City of Torrance Traffic Commission will consider and take possible action regarding a recommendation to install a new east-west pedestrian crossing and two new STOP signs on Ocean Avenue to create an all-way STOP at the intersection with 227th Street.

Public input is an important part of the City’s decision-making process. You may provide input by speaking at the meeting or by submitting comments in writing to: TrafficCommission@TorranceCA.Gov by 2:00 p.m. on the day of the meeting.

Information about the proposed STOP signs and pedestrian crossing will be included in the Commission Agenda Packet, which will be posted on Thursday, September 28, 2023 on the Traffic Commission website at: www.TorranceCA.Gov/2023TrafficCommission



CITY OF TORRANCE

CITY COUNCIL

Mayor George K. Chen

Mike Griffiths Bridgett Lewis
Jon Kaji Aurelio Mattucci
Sharon Kalani Asam Sheikh

Rebecca Poirier Tim Goodrich
City Clerk City Treasurer

Aram Chaparyan
City Manager

For questions, please contact:

Jessamine Que, Associate Engineer (310) 781-6900

www.TorranceCA.Gov/TrafficCommission





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NOTIFIED PARCELS

Notification Area

