

**PARTICIPATE BEFORE THE MEETING** by emailing [TrafficCommission@TorranceCA.Gov](mailto:TrafficCommission@TorranceCA.Gov) by 2:00 p.m. on the day of the meeting. Write "Public Comment" in the subject line and 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.

Any correspondence received before 2:00 p.m. on the day of the meeting on any item on the agenda will be provided to the Commission electronically and available for public inspection in the City Clerk's Office. A copy of the correspondence will be available for public inspection in a binder at the back of the Council Chamber or Commission Meeting room.

**TORRANCE TRAFFIC COMMISSION AGENDA  
MAY 5, 2025  
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:** Commissioners: Endo-Roberts, Gibson, Nichols, Schwartz, Suruki, Vice-Chair Thoma, Chair Sharma.

**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, May 1, 2025.

**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 ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS**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: March 3, 2025.**

**7. ADMINISTRATIVE MATTERS**

**7A. Installation of All-Way STOP Signs at intersection of Maple Avenue and Monterey Street**

**8. COMMISSION AND STAFF ORAL COMMUNICATIONS**

**9. ADJOURNMENT**

**9A.** Adjournment of Traffic Commission Meeting to Monday, June 2, 2025 at 7:00 p.m. in the West Annex Commission Meeting Room.



**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, March 3, 2025, in the West Annex Commission Room.

**ROLL CALL**

Present: Commissioners Endo-Roberts, Nichols, Schwartz, Suruki, Thoma, and Chair Sharma.

Absent: Commissioner Gibson.

Also Present: Engineering Manager Helen Shi, Deputy Public Works Director Shin Furukawa, Torrance Police Sergeant Koenig, and Police Services Supervisor John Newman.

**MOTION:** Commissioner Suruki moved to excuse the absence of Commissioner Gibson. Commissioner Endo-Roberts seconded the motion; a roll call vote reflected 6-0 approval (Commissioner Gibson absent).

**2. FLAG SALUTE**

Commissioner Suruki led The Pledge of Allegiance.

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

Engineering Manager Shi reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Thursday, February 27, 2025.

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 ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS**

Engineering Manager Shi reported that the April Commission meeting will be cancelled as previously mentioned at the August 5, 2024 meeting.

**5. ORAL COMMUNICATIONS**

A member of the public spoke.

**6. CONSENT CALENDAR**

**6A. APPROVAL OF COMMISSION MINUTES: DECEMBER 2, 2024**

**MOTION:** Commissioner Suruki moved to approve the minutes of December 2, 2024. Commissioner Thoma seconded the motion; a roll call vote reflected 4-0 approval (Commissioner Gibson absent and Commissioner Endo-Roberts and Chair Sharma abstaining).

**6B. APPROVAL OF COMMISSION MINUTES: FEBRUARY 3, 2025**

**MOTION:** Commissioner Endo-Roberts moved to approve the minutes of February 3, 2025. Commissioner Nichols seconded the motion; a roll call vote reflected 4-0 approval (Commissioner Gibson absent and Commissioners Suruki and Thoma abstaining).

## **7. ADMINISTRATIVE MATTERS**

### **7A. RESIDENTIAL AND ARTERIAL PAVEMENT IMPROVEMENT PROGRAM, I-159/I-139**

Engineering Manager Shi presented Item 7A, providing a presentation on the residential and arterial pavement improvement program. Programs I-159 and I-139 are separate capital improvement projects that rehabilitate asphalt roadways, with I-159 targeting residential areas and I-139 targeting arterial roadways. The programs are combined for cost effectiveness and simplification of construction management.

Engineering Manager Shi stated that in February 2024, City Council awarded the contract to All American Asphalt. I-159 includes pavement repairs, tree removals, curb, gutter, and sidewalk removals / replacement. I-139 includes pavement repairs and concrete improvements.

Members of the Commission spoke. No action was taken by the Commission.

## **8. COMMISSION AND STAFF ORAL COMMUNICATIONS.**

Deputy Public Works Director Furukawa announced that the Kid Engineer Program will take place at the Katy Geissert Library on Wednesday, March 5, 2025 at 3:30 p.m. to 4:30 p.m. (target age is 6 to 12, but all ages are welcome).

Commissioner Suruki requested a follow up on the left turn pocket on 190<sup>th</sup> and Prairie (eastbound), noting that there is insufficient timing at the intersection. Engineering Manager Shi stated that 190<sup>th</sup> and Madrona has a longer signal cycle and that discussions have been had to possibly reduce the signal cycle; a field verification will need to be done and is on the list of intersections to be monitored.

Commissioner Schwartz suggested road resurfacing in east Torrance close to Western and close to Van Ness. Engineering Manager Shi acknowledged the statement.

Commissioner Schwartz inquired on State law regarding bike lane safety. Engineering Manager Shi stated that due to limited right-away, satisfying both needs for motorists and cyclists is difficult.

Chair Sharma requested a bike infrastructure / increasing mobility presentation. Engineering Manager Shi stated that this will be taken into consideration.

Chair Sharma announced that the City has a Land Use Element and Safety Element survey on the city site and implored residents to partake in the survey.

## **9. ADJOURNMENT**

**MOTION:** At 7:53 p.m. Commissioner Thoma moved to adjourn the meeting to Monday, May 5, 2025, at 7:00 p.m. in the West Annex Commission Room. Commissioner Suruki seconded the motion; a roll call vote reflected 6-0 approval (Commissioner Gibson absent).

**Agenda Item No. 7A**

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: Installation of All-Way STOP Signs at intersection of Maple Avenue and Monterey Street

**RECOMMENDATION**

The Public Works Director recommends that the Traffic Commission concur with staff's recommendation to install All-Way STOP signs at the intersection of Maple Avenue and Monterey Street.

**BACKGROUND AND ANALYSIS**

The intersection of Maple Avenue and Monterey Street is a four-way intersection that is currently controlled by STOP signs in the east-west direction on Monterey Street with no STOP signs in the north-south direction on Maple Avenue. Marked crosswalks are present on the north, east, and west legs of the intersection.

The First Lutheran Church and School is located near the northeast corner, while the remaining corners are developed with multi-family residential complexes. This land use pattern contributes to consistently high levels of both vehicular and pedestrian activity.

Community concerns have been raised regarding increased traffic volumes and pedestrian challenges. Residents have reported near-miss incidents, especially during peak traffic hours and school drop-off/pick-up times, and have requested the installation of All-Way STOP signs at this intersection for improved safety.

**Traffic Data Collection:**

In response, City staff conducted a comprehensive evaluation consisting of:

- Field observations
- Traffic volume data collection
- Collision history analysis

Field observations confirmed that drivers on Monterey Street experience difficulty crossing or turning onto Maple Avenue due to high travel speeds and heavy traffic on Maple Ave. Additionally, the school's proximity and surrounding multi-family residential density result in high pedestrian movement throughout the day.

A speed survey conducted on December 10, 2024 on Maple Avenue south of Monterey Street recorded 85th percentile speeds of 52.6 mph in the northbound direction and 57.1 mph in the southbound direction.

Traffic volume counts collected on March 18, 2025, recorded:

- 8-hour average volumes of 573 vehicles and pedestrians on Maple Avenue

- 8-hour average volumes of 143 vehicles and pedestrians on Monterey Street

A review of collision history indicates that no accidents have been reported in the last three years.

CA MUTCD Guidelines & Compliance:

According to the California Manual on Uniform Traffic Control Devices (CA MUTCD), an All-Way STOP is warranted if the 85th percentile speed on the major street exceeds 40 MPH, and the 8-hour average traffic volume meets or exceeds 210 on the major street and 140 on the minor street. This warrant is met for this intersection.


Recommendation:

Based on the analysis, staff recommends installing All-Way STOP signs at the intersection of Maple Avenue and Monterey Street to:

- Enhance intersection control
- Improve pedestrian safety
- Reduce the risk of traffic collisions

Respectfully submitted,

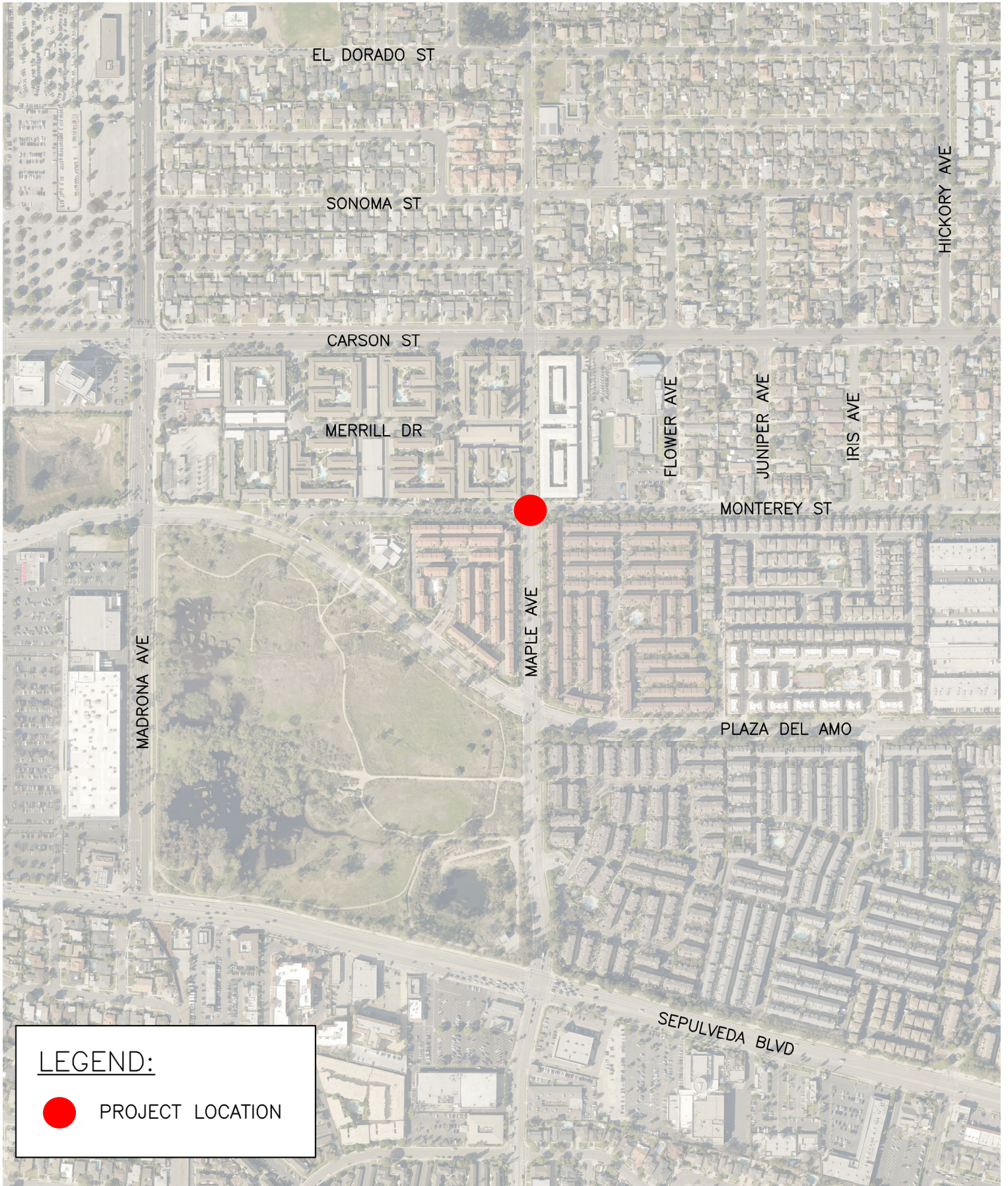
CRAIG BILEZERIAN  
PUBLIC WORKS DIRECTOR

By  \_\_\_\_\_  
Shin Furukawa  
Deputy Public Works Director/City Engineer

Attachment 1: Project Location Map  
Attachment 2: Signal Warrant Analysis  
Attachment 3: Community Correspondence

# CITY OF TORRANCE

## PROJECT LOCATION MAP



**LEGEND:**



PROJECT LOCATION

## ATTACHMENT 2

### Maple Avenue & Monterey Street All-Way STOP Warrant Analysis

#### California Manual on Uniform Traffic Control Devices (MUTCD)

##### Section 2B.07 Multi-Way Stop Applications

Support:

<sup>01</sup> 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.

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

Guidance:

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

<sup>04</sup> *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 85<sup>th</sup>-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:

<sup>05</sup> 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.

#### Warrant Analysis

A speed survey was conducted on December 10, 2024, along Maple Avenue south of Monterey Street. The results showed an 85th percentile speed of 52.64 MPH in the northbound direction and 57.12 MPH in the southbound direction.

Traffic volume counts were collected on March 18, 2025, providing quantitative support for the installation of STOP signs. The 8-hour traffic volumes are summarized in the table below:

**All-Way STOP Sign Warrant: 8-Hour Average Traffic Volume**

	Warrant	If 85th Percentile Speed >40 MPH	85th Percentile Speed	Average 8-hour Volume	Warrant met?
Major Street (Maple Ave)	>300	> <b>210</b>	52.64-57.12MPH	<b>573</b>	Yes
Minor Street (Monterey St)	>200	> <b>140</b>		<b>143</b>	Yes

Therefore, the speed survey and traffic volume data support the installation of All-Way STOP Signs at the intersection of Maple Avenue and Monterey Street.

ATTACHMENT 3

**From:** [Susan Yonamine](#)  
**To:** [Traffic Commission](#)  
**Subject:** Fwd: All way stop Maple and Monterey  
**Date:** Thursday, April 17, 2025 10:47:36 AM

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Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

----- Forwarded message -----

**From:** **Susan Yonamine** [REDACTED]  
**Date:** Thu, Apr 17, 2025, 8:42 AM  
**Subject:** All way stop Maple and Monterey  
**To:** <[trafficcommission@tottanceca.gov](mailto:trafficcommission@tottanceca.gov)>

I think this would be great! I live in a condo between Carson St. And Monterey and the traffic is out of control! Maybe this would make people take Madronna or Crenshaw for school drop-off and pick up. Speeding on Maple is also a huge problem as well as large semis coming thru.

I'm all in for a 4 way stop!

Susan Yonamine  
[REDACTED] Maple ave

**From:** [Charlene Nishimura](#)  
**To:** [Traffic Commission](#)  
**Subject:** Stop Signs at Maple and Monterey  
**Date:** Saturday, April 19, 2025 7:56:09 AM

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City of Torrance Traffic Commission,

Thank you for addressing this issue. My name is Charlene Nishimura and my husband and I live in the [REDACTED] Maple Ave condominium complex and our unit directly faces the intersection of Maple and Monterey. We have personally witnessed several accidents as well as near-misses at this intersection primarily due to excess speed.

I strongly feel that the All-Way Stop signs will help by reducing the speed on Maple Avenue. Unfortunately, this may further exacerbate the back-up of vehicles during morning and afternoon busy drive times which already delays my exit from the garage on Maple. However, we need to slow down the speed demons who threaten everyone's safety.

Thank you for your consideration,  
Charlene Nishimura

**From:** [PublicWorksInfo](#)  
**To:** [Shi, Helen](#)  
**Subject:** FW: Feedback for City of Torrance  
**Date:** Monday, April 21, 2025 7:57:47 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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See email below.

## **PUBLICWORKSINFO**

Public Works Department  
[publicworksinfo@torranceca.gov](mailto:publicworksinfo@torranceca.gov)

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**From:** ICO <[ICO@torranceca.gov](mailto:ICO@torranceca.gov)>  
**Sent:** Friday, April 18, 2025 8:07 PM  
**To:** PublicWorksInfo <[publicworksinfo@torranceca.gov](mailto:publicworksinfo@torranceca.gov)>  
**Subject:** FW: Feedback for City of Torrance

Hi,

Just forwarding this feedback from the public.

Thank you,  
Carly

## **ICO**

Cable TV - Office of the City Manager  
[ICO@torranceca.gov](mailto:ICO@torranceca.gov)

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**From:** City of Torrance <[webmaster@torranceca.gov](mailto:webmaster@torranceca.gov)>  
**Sent:** Friday, April 18, 2025 4:19 PM  
**To:** ICO <[ICO@torranceca.gov](mailto:ICO@torranceca.gov)>  
**Subject:** Feedback for City of Torrance

You have received this feedback from Ronald Murakami [REDACTED]  
for the following page:

<https://www.torranceca.gov/government/city-clerk/commissions-and-advisory-boards/traffic-commission/agendas-minutes>

I strongly agree the Maple/Monterey Street intersection needs a "all-way Stop signs". I live at [REDACTED] Monterey and it is very difficult to make a left turn onto Maple because the cinder block wall on the north east corner blocks your view. Ronald Murakami

**From:** [Charlie Lao](#)  
**To:** [Traffic Commission](#)  
**Subject:** Support for All-Way Stop Installation at Maple Avenue & Monterey Street  
**Date:** Tuesday, April 22, 2025 10:53:23 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am a resident of the Merit Carson condo community at Maple Avenue and Monterey Street, and I am writing to express my strong support for the proposal to install all-way stop signs at this intersection.

This change would significantly enhance safety and improve the quality of life for residents. Specifically, an all-way stop would:

- Increase pedestrian and pet safety at the crosswalk
- Reduce traffic collisions at the intersection
- Deter excessive speeding, minimize noise disruptions in our community
- Ensure smoother and safer navigation for vehicles

I appreciate your time and consideration in reviewing this proposal. Thank you for your efforts in maintaining the safety and well-being of our neighborhood.

Best regards,  
Charlie Lao

**From:** [Rosie Diaz](#)  
**To:** [Traffic Commission](#)  
**Cc:** [Rosie Diaz](#)  
**Subject:** 05/05/25 Mtg -- All-Way Stop signs (Maple and Monterey) -- REQUEST  
**Date:** Wednesday, April 23, 2025 12:25:53 PM

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As a 40-year resident and several-year board member of East Del Amo Condominiums, located on the NW corner of Maple and Monterey, I would like to thank the City of Torrance Traffic Commission for considering installing a four-way stop at the corner of Maple and Monterey.

Originally, when I moved into the complex, the corner had a 4-stop sign. Decades ago, when stop signs were removed on Maple (but remained on Monterey), the amount of traffic increased, cars chose to speed (25MPH signs were ignored), and collisions, injuries and very close calls increased substantially. I actually keep a surplus of bottled water in my condo so that I can give a bottle to those involved in collisions in an effort to calm them.

**REQUEST:** On behalf of myself and those of us that live at East Del Amo Condominiums, I humbly request that if the Commission decides to install the four-way stop, that the NEW stop signs being placed on Maple Ave., have (at least temporarily) some sort of **blinking lights surrounding the newly installed stop signs**. So many drivers on Maple are not going to expect a stop sign, and I'm afraid without bringing the additional attention to the new sign, they may drive through it or stop suddenly -- which will only cause more havoc and injuries.

Thank you for considering my request.

Rosie Diaz  
[REDACTED]

**From:** [REDACTED]  
**To:** [Traffic Commission](#)  
**Subject:** Proposed 4 way stop at Maple and Monterey Street  
**Date:** Monday, April 28, 2025 5:54:06 PM

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Hi,

My name is Jean and I reside at Merit Carson, which is adjacent to Maple and Monterey Street. In the past I have expressed concerns and have emailed about the increase in traffic along Maple but more importantly the speed which cars are speeding by. We've seen many accidents (us included) on intersections between Maple-Monterey, as well as Maple-Carson. I think a lot of traffic goes through Maple because it's a convenient way for cars to go North/South instead of Hawthorne and Crenshaw, except Maple is really a residential street with lots of foot traffic. There are 2 schools nearby where kids would bike/walk along Maple to get to school. During the morning, a lot of traffic would cause backup on Monterey because that's the drop off zone. Having a stop sign would allow more traffic flow to exit easier whether it's turning left/right on Maple, which helps residents living in the area to not be blocked.

There's also the popular Madrona marsh where people would do their daily walks. Currently there is only a crosswalk along Maple, but most people don't heed to pedestrian and stop for them to cross. I also seen a lot of cases where vehicles traveling from south to North on Maple, would speed up on the right lane (which you have to turn right on Monterey), and at the last min cut off the cars to the left lane to proceed straight. This makes it very difficult for people on Monterey (making right turn) to know when it's ok for them to go.

When I first heard the city is proposing this 4 way stop sign, my first thought was - it's about time! As a Torrance resident since 1991, I have seen how much the city has grown. But that also came with it more residents, visitors and cars. I've seen many many instances where drivers roll through stop signs (especially around school zones), use excessive speeding, and not paying full attention. I really hope this proposal will pass because I feel like it's time the city enforce more rules on the road to protect their people.

Thank you,  
Jean