Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

From: Ryan Quinnan [mailto:rquinnan@gmail.com]
Sent: Tuesday, February 19, 2019 12:16 PM
To: ALL ELECTED OFFICIALS
Subject: Tonight CC Topic - Intersection

El Segundo City Council,
I know you’ve been sent many emails on this, so I just wanted to quickly summarize what we hope is addressed at tonight’s meeting. I know my wife Julie sent you a video showing how dangerous it is to make that left turn from Sheldon onto Walnut, so hopefully you got a chance to watch the short clip: https://youtu.be/dxDDaRcIIPnc

It’s hard for a reasonable person to watch that video and determine that this is not a blind intersection. That’s why we take issue with the Traffic Safety report conclusion that the intersection is completely fine “as is.” The traffic study seems to have solely focused on volume through the intersection (Section 28.07 C Minimum Volumes) as guidance, and disregarded the other criteria that we the residents have been saying (mainly Section 28.07 Option C & D) where you cannot see the oncoming traffic. Visibility is not 250 feet looking west along Walnut with people parked there as the study stated, so where did that measurement come from?

We also are scratching our heads with the fact that the city tasked a third party traffic engineering firm to come at observe the intersection for a single hour, and then made a recommendation based on that. This doesn’t appear to be a comprehensive or conclusive study by any means. Was this person a resident that lives here and lives this intersection? How is watching an intersection for 1 hour representative what the residents experience every day? Did that study incorporate any feedback from residents? Did the traffic engineer experience the same situation in the video, or did it happen to be a time when no cars were parked there due to the constructing happening at the house on that corner? We have so many questions about how this was intersection's safety was evaluated by this person.

In conclusion, we feel that this study falls short of what it was intended to provide the City Council. And this isn’t because it didn’t produce the outcome we wanted, but because it dismissed key parts of the Traffic Guidelines that should have been considered in the engineer’s study (see picture below).

Thanks for taking the time to listen to our concerns and we look forward to a decision on this at the City Council meeting tonight.
Sincerely,
Ryan Quinnan
Section 2B.07 Multi-Way Stop Applications

Support:
- Multi-way stop control can be used 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.
- The restriction on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:
- The decision to install multi-way stop control should be based on an engineering study.
- The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
  - Where traffic volumes are justified, the multi-way stop is an effective measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
  - 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.

Criteria:
- Minimum volumes:
  1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 800 vehicles per hour for any 5 hours of an 8-hour period.
  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 5-hour period, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but

- If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume criteria are 70 percent of the values provided in items 1 and 2.

- Determine if 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; and
  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.

Chapter 2B - Regulatory Signs, Barriers, and Gates
Part 2 - Signs

November 7, 2014

California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Page 130

1. An intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operating characteristics of the intersection.
From: Shilling, Mona
Sent: Tuesday, February 19, 2019 11:46 AM
To: Harada, Patricia
Cc: Berkman, Ken
Subject: FW: STOP SIGNS AT SHELDON AND WALNUT

Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda,

Thanks,
Mona S

From: Eric [mailto:ebimber@socal.rr.com]
Sent: Tuesday, February 19, 2019 9:18 AM
To: ALL ELECTED OFFICIALS
Subject: STOP SIGNS AT SHELDON AND WALNUT

I've lived on Sheldon street for 54 of my 65 years and have seen accidents and a lot of near misses at this intersection over the years. Even last night coming home north on Sheldon, I slowly entered the intersection, because I couldn't see any oncoming traffic, with the high profile cars and trucks parked on east and west Walnut, and sure enough, a lower profile car, which I didn't see, slowly passed in front of me. Had they been speeding, which a lot do, there could have been an accident. Now with the new housing on Imperial, and on Walnut, there is going to be more traffic!

I know a few attempts were made in the past, to have the city put the four way stop signs, but those attempts failed. I am hoping this time the outcome will be different, and the Sheldon and Walnut intersection will have four way stop signs. Please make us all safe!

Regards,

Eric C. Bimber
913 Sheldon Street
El Segundo, Ca 90245
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

From: Christian Dommell [mailto:c.dommell@gmail.com]
Sent: Tuesday, February 19, 2019 5:20 AM
To: mshilling@elsegundo.org; ALL ELECTED OFFICIALS
Subject: Intersection of Sheldon and Walnut

Councilmen and women,

I am a five year resident of 916 1/2 Sheldon, an employee of Boeing and father to a two-year old son. I encourage you to consider the installation of a stop sign at this intersection. I traverse this intersection 2-4 times a day and I can confirm that sightlines are often blocked by larger vehicles and that traffic often descends the hill at unsafe speeds.

This issue was raised at one of the first community interest meetings for the 540 Imperial Project (Waypointe/Pacific Landing) and Nick Biro, representative for the building, agreed that the additional traffic to the development would only make the situation worse.

Please reach out to me if you have any questions

Christian Dommell
310-341-6516
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

From: Maya Polimac [mailto:maya.polimac@gmail.com]
Sent: Monday, February 18, 2019 9:50 PM
To: ALL ELECTED OFFICIALS
Subject: Stop sign

Dear sir or madam,

My family and I live on 519 east Walnut (between Sheldon and Penn). We have lived here for over 4 years and the safety surrounding the traffic on Walnut has become in dire need of attention. With the addition of the new housing complex, there are construction and potential resident traffic accidents waiting to happen all the time. It is impossible for non-residents to know that Walnut and Sheldon intersection is not a 4-way stop sign! Most assume it is safe for them to proceed after stopping on Sheldon. There have been so many close encounters that it has become a safety issue for my little ones. We try to avoid that intersection at all costs. Please make it safe for myself and other residents and visitors. Please make this a true 4-way stop. It truly should be a simple matter and easy one to implement.

Thank you,
Maya Polimac/Simunac
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

From: Arleen Reed [mailto:queenagr@gmail.com]
Sent: Monday, February 18, 2019 4:40 PM
To: ALL ELECTED OFFICIALS
Subject: Sheldon & Walnut is dangerous

We have been waiting for a 4 way stop for years. Our son was hit at that intersection several years ago. We live 1/2 block west of Sheldon on Walnut and try to avoid using that route because it is dangerous. Traffic is fast on Walnut at all times and visualization is so poor. Drivers need to slow down. The 2 way stop is not enough to provide the right amount of safety for our area. We have been residents since 1993.

Please consider providing the 4 way stop and safer speeds and conditions for all of us.
Thank you,

Arleen Reed
340 E Walnut Ave
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

-----Original Message-----
From: Katie Lowe [mailto:katiebonanno@gmail.com]
Sent: Monday, February 18, 2019 4:35 PM
To: ALL ELECTED OFFICIALS
Subject: Sheldon & Walnut Intersection

To the ES City Council:

I am writing to express my support for a 4-way stop sign at the intersection of Walnut and Sheldon. Our home is adjacent to this intersection, and I agree with our neighbors that a 4-way stop here would be of great benefit to our safety. As a pedestrian, cyclist, and driver, this intersection's blind spots make it dangerous to navigate. As it is, the stop sign on Sheldon at Walnut is inadequate. I hope that the city will move forward with a 4-way stop sign for the safety and wellbeing of ES residents.

Thank you for your time and consideration.

Sincerely,
Katie Lowe
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

From: Scott Goldfarb [mailto:goldfarbcpa@gmail.com]
Sent: Monday, February 18, 2019 4:26 PM
To: ALL ELECTED OFFICIALS
Subject: 4-way stop - Sheldon and Walnut

My name is Scott Goldfarb, I live at 936 Sheldon St., and am writing to support a 4-way stop on the corner of Sheldon and Walnut. I have heard about past studies that deem a 4-way stop unnecessary at that intersection. However, as a resident on that block and someone who goes through that intersection, I can easily say that a 4-way stop is important. But even ignoring past "studies", the new housing development off Walnut creates additional traffic that render any past studies obsolete. There is significant traffic coming through that intersection due to its proximity to Imperial, and visibility is difficult. This is absolutely a dangerous intersection as is, and in order to improve the residents' SAFETY - which should absolutely be the #1 PRIORITY (and not any obsolete traffic studies or other poor justification), please correct this. Otherwise, when a serious incident occurs, everyone will be pointing at what could have been prevented if only the city had done what the residents had asked.

Thank you,
Scott Goldfarb
936 Sheldon St.
310-467-4898
Harada, Patricia

From: Shilling, Mona
Sent: Tuesday, February 19, 2019 8:45 AM
To: Harada, Patricia
Cc: Berkman, Ken
Subject: FW: Regarding the intersection of E. Walnut and Sheldon

Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda,

Thanks,
Mona S

From: David Hubka [mailto:dhubka@completesplus.com]
Sent: Monday, February 18, 2019 4:26 PM
To: ALL ELECTED OFFICIALS
Subject: Regarding the intersection of E. Walnut and Sheldon

Hello,

On behalf of Jennifer Wertz and myself, who live at 115 E. Walnut St., we are in favor of a stop sign being there. When we travel home from Rec Park and turn left from Sheldon onto Walnut, it can be blind depending on where cars are parked near the intersection. A stop sign would help us feel at ease when making that turn.

Thank you,

David

David Hubka
Director, Purchasing and Information Technology
Completes Plus
310-703-5706 office
310-616-6656 cell
dhubka@completesplus.com
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda,

Thanks,
Mona S

---

Dear City Council,

My name is Julie Quinnan and I submitted the Traffic Committee Request last year for a 4-way stop at the intersection of Sheldon and Walnut Avenue. My husband, Ryan, and I have lived at 407 East Walnut for over six years. I have been a resident of El Segundo since 2004. Our two sons, Cameron (8) and Cooper (6), attend Center Street School.

The Sheldon/Walnut intersection is our neighborhood’s direct route to Center Street School and the majority of our business in town. Sheldon is one of the only streets that connects our neighborhood to East Imperial Avenue from Mariposa Avenue, Rec Park, etc. Our family alone enters this intersection, at very least, eight times each day.

The City of El Segundo hired a state-licensed company to do a traffic study at this intersection for a “one-hour observation during the morning peak hour”. Though we appreciate the effort of the city to hire a firm for this study, we disagree with the conclusion and one of the findings. We understand the amount of traffic does not meet the California state guidelines MUTCD. We challenge the finding by the firm in regards to the sight distance when making a left turn from traveling Northbound on Sheldon westward onto Walnut Avenue. My husband, Ryan Quinnan, has previously sent an email that discusses the ‘Options’ in the MUTCD Guidelines that apply to this intersection.

Sheldon and Walnut Avenue are streets that receive overflow parking from Clutter’s Park, Funeral services at Douglas Mortuary, contractor parking from the many projects in the block and local resident cars (especially during weekly street sweeping on neighboring streets). Any given day there will be vehicles parked up and down these streets. On the south side of Walnut Avenue (west of Sheldon) these parked vehicles impede the slight line of the 155 feet discussed in the engineer’s findings. On Friday, 2/15, I took a video of the conditions we are faced with, on your average day, driving home from picking up my son from school. I have posted this
public video to Youtube, link is below, please take the time to watch this short 40 second video. In the video you will see that I asked fellow resident, Lisa Johnson, to hold a flag at the 155 feet mark per the firm’s “acceptable stopping sight distances”. This video clearly demonstrates, with vehicles parked on Walnut, the ‘sight distance to the west’- is FAR LESS than the acceptable stopping sight distance of 155ft for a street with a 25-mph speed limit.

Painting red curbs on Walnut and Sheldon is NOT A SOLUTION. On the south side of Walnut (west of Sheldon) the city would need to paint the entire 155ft of curb red to ‘fix’ this blind intersection and assure a sight distance is not impeded by parked cars. No resident wants less parking. Painting curbs as described in the recommendation would be a disservice to the residents, the local business and visitors that park on our streets and WOULD NOT SOLVE THE VISIBILITY PROBLEM!

Now in regards to the 25mph speed limit - Walnut is a hill- gravity helps accelerate vehicle speeds- so the prevailing speeds on this street should also be considered. I have observed that driving East on Walnut – there are two types of drivers: 1) the resident/neighbor- (The ones that have been emailing you all.) These drivers already slow down at this intersection because they know it is DANGEROUS. 2) the local teenagers/visitors/Uber drivers- My Uber driver on Thursday had a prevailing speed of about 40-mph down the Walnut hill, with no regard for the blind intersection.

Walnut and Sheldon streets are used by residents walking their dogs to the dog park, our kids riding their bikes, the students ‘walking school bus’ to CSS and the middle school. This blind intersection, along with the prevailing driving speeds, only compounds the danger for our neighbors and children. Even with my extreme caution at this intersection, I have experiences so many near misses, most with my children in the car with me. This is unacceptable.

We are the tax-paying residents, the concerned neighbors, the continual patrons of these roads. It is not a question of IF, but WHEN there will be an accident that results, God-forbid, a significant injury or death. Our neighborhood NEEDS a four-way stop intersection at Sheldon and Walnut. I, personally, am dumbfounded that our traffic committee, and therefore the city, is suggesting a remedy that does not even solve our issue and ongoing concerns of the residents and users. Especially since the California MUTCD guidelines do meet the blind intersection criteria.

Youtube Video Link:

https://youtu.be/dxDDaRclPnc

Thank you for your time,

Julie Quinnan

407 East Walnut Avenue

El Segundo, CA 90245

213.399.0302
Patricia,

Public Communication for Item No. 1 on the Feb. 19, 2019 City Council Agenda.

Thanks,
Mona S

----- Forwarded Message ----- 
From: jkworkout <jkworkout@yahoo.com>
To: Shilling, Mona <MShilling@elsegundo.org>
Sent: Tuesday, February 5, 2019, 8:50:43 PM PST
Subject: Re: Sheldon - Walnut intersection

Hi M. Shilling,
I just wanted to let you know that I did attend the meeting tonight at 7pm; however, I did not know that so many other topics were on discussion. The "4-way stop sign" was listed last on the docket and by 8pm they were still discussing the first item, the "aquatics center".
Sorry, I walked out. I'll have to let my previous correspondence be my voice.

Sincerely,
JK

From my Android phone on T-Mobile. The first nationwide 4G network.
Hi M. Shilling,
I just wanted to let you know that I did attend the meeting tonight at 7pm; however, I did not know that so many other topics were on discussion. The "4-way stop sign" was listed last on the docket and by 8pm they were still discussing the first item, the "aquatics center".
Sorry, I walked out. I'll have to let my previous correspondence be my voice.

Sincerely,
JK

From my Android phone on T-Mobile. The first nationwide 4G network.

-------- Original message --------
From: "Shilling, Mona" <MShilling@elsegundo.org>
Date: 02/03/2019 10:11 AM (GMT-08:00)
To: Joe Krebs <jkworkout@yahoo.com>
Subject: Re: Sheldon - Walnut intersection
Hello Mr. Krebs,

My name is Mona Shilling. May I assume you would like the email correspondence below to be forwarded to our City Council for review?

Thank you,
Mona F. Shilling
Deputy City Clerk

Sent from my iPhone

On Feb 3, 2019, at 8:41 AM, Joe Krebs <jkworkout@yahoo.com> wrote:

Regarding the SHELDON / WALNUT intersection and putting in a 4 way stop sign:

I understand your "dangerous" concern. Even when vehicles are parked properly and legally along the streets, especially if there are large trucks-SUV's, it is difficult to see East-West traffic flow when trying to turn from Sheldon onto Walnut. The sun too, at times, can interfere with good visibility and the irresponsible drivers who try to accelerate and "catch air" off the hill for their immediate gratification are some examples reflecting your concern for implementing a 4 way stop sign.

However, it will only punish the law abiding citizens - drivers who apply common sense driving skills to that intersection every day and I'm tired of the "few" destroying the freedoms of the law abiding citizens. I am a 45 year long resident of El Segundo in this area and there's never been a 4 way stop sign there. So, after 45 years, it's only now considered dangerous? This is merely a reflection of our times and the people living in it. No one applies common sense driving safety, people think they are above the law and drive recklessly and above the 25mph residential speed limit and way too many drivers have the head down looking at their cell phones. WHILE THEY ARE DRIVING!

At the corner of Eucalyptus and Walnut, there is a 4 way stop sign that gets "run through" every single week by irresponsible drivers (early morning, noon and especially late at night) and since we've had all the new construction going on at the former Imperial School location, I've even witnessed the construction crew semi's blowing through the stop signs. What's going to happen with the increasing housing units in that area? More people, more traffic and more potential problems that a stop sign will not fix.

The problem comes down to individuals not being responsible drivers (do they even teach drivers education anymore where you had to use a simulator and prove competency for laws and driving skills or do they just hand out licenses to anyone?) Driving is not a right or an entitlement, it's a privilege that must and should be earned! Also, where is the parenting oversight on first time car owners like teenagers and 20 somethings who typically are the problem and drive way too fast, recklessly and foolishly thinking they are so cool and in control of a vehicle they don't respect or understand? To this point, virtually every year high school students getting their first time car like to accelerate starting at the Maple / Eucalyptus 4 way stop intersection, heading Northbound on Eucalyptus, like to accelerate and "catch air" down the Eucalyptus hill past Sycamore towards Walnut... and within the last 5 years, a 4 way stop sign was put in (after 40+ years of never having one) BUT IT STILL HAPPENS.

Sincerely,
JK

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Thank you,
Mona F Shilling
Deputy City Clerk

Sent from my iPhone

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Sincerely,
JK