

2024-09-17 AGENDA  
PUBLIC COMMUNICATION - MISC. - MAPLE AVE & MAIN ST.

**From:** Melissa McCaverty <melissamccaverty@yahoo.com>  
**Date:** September 9, 2024 at 2:14:53 PM PDT  
**To:** "Sassoon, Elias" <esassoon@elsegundo.org>  
**Cc:** "George, Darrell" <dgeorge@elsegundo.org>, ALL ELECTED OFFICIALS <ALLELECTEDOFFICIALS@elsegundo.org>  
**Subject: Re: Maple Ave & Main St. - Dangerous Intersection**

Hi Elias,

I just noticed last night that the pedestrian crossing sign attached to the yellow pole on the north side of maple and main was knocked over....AGAIN. It seems to get knocked over at least once a week, indicating vehicles are hitting it.

I also was almost t-boned yet again at this intersection just last week. And the strange part of that person running the stop sign was they were heading northbound. Usually, the people I see run the stop sign are heading southbound on Main Street towards downtown. This man was coming from downtown towards Imperial.

I know have a 15-year-old daughter with a permit. She saw firsthand how dangerous this intersection is. I am just following up to see if you've ever had the meeting you sent me in the email you sent me back in May 2022. I distinctly remember what prompted that email as I was trembling after narrowly escaping being t-boned by somebody who completely ran the stop sign that day.

As you are aware, Government Code Section 835 states:

Except as provided by statute, a public entity is liable for injury caused by a dangerous condition of its property if the plaintiff establishes that the property was in a dangerous condition at the time of the injury, that the injury was proximately caused by the dangerous condition, that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred, and that either:

(a) A negligent or wrongful act or omission of an employee of the public entity within the scope of his employment created the dangerous condition; or (b) The public entity had actual or constructive notice of the dangerous condition under Section 835.2 a sufficient time prior to the injury to have taken measures to protect against the dangerous condition.

I am writing this email with the intension to put the City of El Segundo on notice that this intersection is a dangerous condition.

I want my email to document so that should something ever occur at this intersection, which sadly, I believe is inevitable, the City will be liable for any injuries and cannot claim it did not have actual or constructive notice, as I am informing you, for not the first time, that this intersection is dangerous.

Please advise.  
Thank you,

*~Melissa McCaverty*

On Monday, May 16, 2022 at 01:18:07 PM PDT, Xu, Lifan <lXu@elsegundo.org> wrote:

Hi Melissa,

I don't have a date for the traffic committee meeting yet, but it will be in late June. If I understand your request correctly, you are requesting to turn the current 4-way stop sign intersection at Main St. and Maple Ave. to a traffic light controlled intersection. A traffic signal warrant analysis must be conducted first to validate the request before any action can be taken. Similar requests have been looked at in the past by the traffic committee, and related traffic study had been conducted previously and the study showed that additional traffic control at the intersection is unwarranted. See attached Dec-18, 2018 staff report for the Traffic Analysis on Main St. From El Segundo Blvd. to Imperial Ave.

The Traffic Committee is technical in nature and not open to the public. For the traffic committee agenda item related to you request, the recommendation is to do an update on the traffic study since the last one has been a few years old and the recommendation is expected to be approved. Then the traffic study will be updated over the summer and we can provide you with the findings.

Thanks,

**Lifan Xu, P.E.**

City Engineer

City of El Segundo

350 Main Street, El Segundo, CA 90245

(310) 524-2368

**From:** Melissa McCaverty <melissamccaverty@yahoo.com>

**Sent:** Friday, May 13, 2022 6:02 PM

**To:** Sassoon, Elias <esassoon@elsegundo.org>

**Cc:** George, Darrell <dgeorge@elsegundo.org>; Xu, Lifan <lxu@elsegundo.org>; Boyles, Drew (Mayor) <dboyles@elsegundo.org>

**Subject:** Re: Maple Ave & Main St. - Dangerous Intersection

Any update on this meeting!

Sent from my iPhone

On May 5, 2022, at 11:26 AM, Melissa McCaverty <[melissamccaverty@yahoo.com](mailto:melissamccaverty@yahoo.com)> wrote:

M. Sassoon,

Thank you for your quick response, I do appreciate it.

M. Xu please advise when and where the meeting will be as I most likely would like to attend.

Melissa

Sent from my iPhone

On May 5, 2022, at 11:15 AM, Sassoon, Elias <[esassoon@elsegundo.org](mailto:esassoon@elsegundo.org)> wrote:

Good Morning M. McCaverty:

Thanks for reaching out to us.

This request will be on the Traffic Committee agenda for the upcoming meeting which is going to be scheduled shortly. The City Engineer (Lifan Xu, copied on this email) will be scheduling this meeting. Please stay in touch with him.

Lifan: Pls let Ms. McCaverty know when and where the meeting will be held.

Regards;

**Elias Sassoon**, Director

CITY OF EL SEGUNDO | Public Works Dept.

350 Main Street, El Segundo, CA 90245

(310) 524-2356

On May 4, 2022, at 17:31, Melissa McCaverty <[melissamccaverty@yahoo.com](mailto:melissamccaverty@yahoo.com)> wrote:

Dear Mayor Boyles,

I am writing to you to formally request a stoplight be put in at the intersection of Main Street & Maple Avenue.

This afternoon, I was heading eastbound on Maple Ave & completely stopped at the intersection. Looked both ways & began to enter. Thank God, I was traveling slowly because a woman in a green Toyota Corolla blew through the intersection going at least 30 mph heading southbound on Main.

I was able to avoid getting hit by her because I slammed my brakes and honked in time. I truly believe she had no idea there was a stop sign there despite the warning signs and lights coming off of imperial. She was looking down, what appeared to be on her phone to me.

For the past several months, I have noticed that the sign on the orange warning pillar in the center of the intersection on Main Street keeps getting knocked down. Obviously people are running into it. There was most recently a bad accident there within the last month.

Had this woman hit me at that speed, I have no doubt I would have been seriously injured as she would have hit my driver side. I am so grateful to have avoided the collision, just barely. Please let me know what I can do to help advocate for a stoplight at this intersection.

I have seen police officers on motorcycles sitting there, but I have to believe there is a better use of our resources for them. What are the odds are actually going to catch somebody blowing through the intersection? And what does it matter if there is a police officer there if the person doesn't stop and kills somebody, which could very easily happen. Seems to me that a police officer here is not really a deterrent, as I think that most residents understand there is a stop sign there. The real danger is the people who don't even put their brakes on and just run the stop sign.

Additionally there is a huge back up at the stop sign at various times of the morning. A stoplight seems to be the logical solution to go save money, resources and lives.

Thank you,

Melissa McCaverty  
231 W. Maple Ave  
El Segundo, CA

<image003.jpg>

<image004.jpg>

<image005.png>

**AGENDA DESCRIPTION:**

Consideration and possible action to (1) receive and file a report from Public Works on the Downtown Traffic and Pedestrian Safety Study, and (2) provide staff direction on follow up actions. (Fiscal Impact: \$26,000 est.)

**RECOMMENDED COUNCIL ACTION:**

1. Receive and file a report from Public Works related to the Downtown Traffic and Pedestrian Safety Study; and,
2. Provide staff direction on follow up actions; or,
3. Alternatively, take other action related to this item.

**ATTACHED SUPPORTING DOCUMENTS:**

Traffic and Pedestrian Safety Study for Main Street, Grand Avenue, and Mariposa Avenue  
Appendix B – Collision Data – El Segundo Police Department

**FISCAL IMPACT: Yes**

**Amount Budgeted:** None  
**Additional Appropriation:** \$26,000  
**Account Number(s):**

**STRATEGIC PLAN:**

**Goal:** 4 Develop Quality Infrastructure and Technology  
**Objective:** (a) El Segundo's physical infrastructure supports an appealing, safe, and effective City.

**PREPARED BY:** Ken Berkman, Director of Public Works *KB*  
Bill Whalen, Chief of Police  
**APPROVED BY:** Greg Carpenter, City Manager *gc*

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**BACKGROUND & DISCUSSION:**

As part of the Strategic Planning sessions, the City Council requested staff to analyze and report back on the downtown area's roadway user safety. Specifically, the roadways to be analyzed were:

- Main Street from El Segundo Boulevard to Imperial Avenue
- Grand Avenue from Pacific Coast Highway (PCH) to Loma Vista Street
- Mariposa Avenue from PCH to Main Street

Public Works executed an agreement with traffic engineering consultant firm Garland Associates to complete the work. The field investigations were completed in May and June of this year, and the data and the attached report were reviewed by the Public Works Director and Police Department/Traffic Division personnel.

## *Overview*

According to the Master Plan of Streets in the Circulation Element of the City's General Plan, Main Street is designated as a Four-Lane Collector between Imperial Avenue and Grand Avenue, and as a Secondary Arterial between Grand Avenue and El Segundo Boulevard. Grand Avenue is designated as a Secondary Arterial and Mariposa Avenue is designated as a Two-Lane Collector.

The speed limits on the three streets in the study area are as follows:

- Main Street – 25 miles per hour (mph)
- Grand Avenue – 25 mph from Loma Vista Street to Eucalyptus Drive and 35 mph from Eucalyptus Drive to PCH
- Mariposa Avenue – 25 mph

The tasks that were conducted for the analysis are as follows:

- Speed surveys were conducted at three locations on each of the three streets for the AM peak period, mid-day conditions, and the PM peak period.
- Pedestrian counts were taken at several locations on each of the three streets during the AM and PM peak periods.
- Collision statistics that were provided by the El Segundo Police Department were reviewed and analyzed.
- Safety issues were identified and potential measures were developed that could be implemented to improve safety problems on the three study area streets.

## *Vehicle Speed Surveys*

Speed surveys were conducted at three locations on each of the three study area streets to quantify the typical travel speeds during the AM peak hour, the mid-day time period, and the PM peak hour. The vehicle speeds were measured with a radar speed meter from inside an inconspicuous private vehicle in May and June, 2018, on days when schools were in session. The nine survey locations that were selected represent segments of the streets that are relatively unaffected by traffic signals and stop signs so that the vehicles were in a free flow operation. Samples of 100 vehicles were surveyed at each location (50 vehicles in each direction).

The critical value that is typically used for analyzing vehicle speed data and setting speed limits is the 85<sup>th</sup> percentile speed, which is the speed at or below which 85 percent of the traffic is moving. Table 1 of the report shows the 85<sup>th</sup> percentile speeds that were observed at each monitoring location for the AM peak hour, mid-day time period, and PM peak hour.

**TABLE 1**  
**VEHICLE SPEED DATA – 85<sup>TH</sup> PERCENTILE SPEEDS**

Street/Location	Speed Limit (mph)	85 <sup>th</sup> Percentile Speed (mph)		
		AM Peak Hour	Mid-Day	PM Peak Hour
<b>Main Street</b>				
Between Imperial Avenue & Maple Avenue	25	30	32	32
Between Palm Avenue & Mariposa Avenue	25	27	31	30
Between Holly Avenue & Grand Avenue	25	28	29	29
<b>Grand Avenue</b>				
Between Virginia Street & Concord Street	25	26	27	27
Between Eucalyptus Drive & Lomita Street	35	37	39	40
Between Kansas Street & Pacific Coast Hwy	35	39	40	40
<b>Mariposa Avenue</b>				
Between Main Street & Sheldon Street	25	26	27	27
Between Sheldon Street & Center Street	25	29	30	31
Between California Street & Washington St	25	30	31	32

Note: AM peak hour is 7:00 to 8:00, mid-day is 10:00 to 11:00, and PM peak hour is 5:00 to 6:00.

Table 1 indicates that the 85<sup>th</sup> percentile speeds on these three streets are generally higher than the speed limit by values that range from one mph over the speed limit (Mariposa Avenue between Main Street and Sheldon Street) to 7 mph over the speed limit (Main Street between Imperial Avenue and Maple Street and Mariposa Avenue between California Street and Washington Street). Speed limits are set to the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, and can be set one 5 mph increment lower than that value if certain field criteria are met such as decreased sight distances or roadway geometry.

Given these facts, it can be concluded that the speed limits are set appropriately and are enforceable by the Police Department. However, the speed data were also reviewed to identify the 96<sup>th</sup> to 100<sup>th</sup> percentile speeds. These are the travel speeds that were observed for the highest five percent of the vehicles that were surveyed. The locations with the most blatant abuse of speed (i.e., speeds that are at least 20 mph above the speed limit) are Grand Avenue between Kansas Street and PCH, which had a car traveling 55 mph in a 35 mph speed zone, and Mariposa Avenue between California Street and Washington Street, which had a car traveling 48 mph in a 25 mph speed zone. In addition, Main Street between Imperial Avenue and Maple Avenue, Grand Avenue between Eucalyptus Drive and Lomita Street, and Mariposa Avenue between Sheldon Street and Center Street had vehicles traveling 19 mph over the speed limit.

These 96<sup>th</sup> to 100<sup>th</sup> percentile motorists are the ones that are observed as “excessive speeders” and are generally the cause of the safety issues associated with speeding vehicles.

#### *Pedestrian Crossing Counts*

Pedestrian counts were taken at three to four locations on each of the three study area streets to quantify the number of pedestrians crossing the street during the AM and PM peak periods. The pedestrian crossings were monitored in May and June, 2018, on days when schools were in session. The PM peak hour for the locations near schools represented the afternoon dismissal times (i.e., 2:30 to 3:30 PM), while the PM peak hour for the non-school locations represented the afternoon commuter peak (i.e., 5:00 to 6:00 PM).

The survey locations that were selected are generally locations where pedestrians cross the street without the benefit of a traffic signal or multi-way stop signs. The exceptions are the Grand Avenue/Center Street and Mariposa Avenue/Center Street intersections, which have 4-way stop signs. These two intersections were monitored because they are near the Center Street Elementary School and the El Segundo Middle School.

Table 3 in the report (see attachment) indicates that the locations with a relatively high concentration of pedestrian crossings are Main Street at Oak Avenue (near El Segundo High School), Main Street between Holly Avenue and Grand Avenue (a midblock crosswalk at City Hall), Grand Avenue at Arena Street (near a skate park and teen center), Grand Avenue at Center Street (near El Segundo Middle School), Mariposa Avenue at Standard Street (at El Segundo High School), and Mariposa Avenue at Center Street (near Center Street Elementary School).

The Main Street/Oak Avenue, Main Street/City Hall, Grand Avenue/Arena Street, and Mariposa Avenue/Standard Street locations have uncontrolled crosswalks where the pedestrians do not have the benefit of a stop sign or traffic signal to facilitate the crossing movements. However, the 100 to 400 blocks of Main Street have the new pedestrian-activated lighting in the crosswalks.

### *Collision Statistics*

Collision statistics were provided by the El Segundo Police Department for the three study area street segments. The data represent the reported collisions for the time period extending from January 2014 to mid-June 2018.

A summary of the collision data is provided in Table 4 of the report (see attachment), which shows the total number of collisions, the number of pedestrian-related collisions, the number of collisions involving bicycles, and the collisions resulting in a fatality. The collision statistics are provided for three segments each for the three study area streets.

There were 89 reported collisions on Main Street during the 4½-year time period, which includes two pedestrian-related incidents. On Grand Avenue, there were 63 reported collisions, including two pedestrian-related incidents and two incidents involving bicycles. On Mariposa Avenue, there were 50 collisions, which includes four pedestrian-related incidents and one incident involving a bicycle. There were no collisions resulting in a fatality.

Overall, the segment of Main Street with the highest number of collisions is the southern segment between Pine Avenue and El Segundo Boulevard, which had 39 reported collisions. The segment of Grand Avenue with the highest number of collisions is the middle segment between Main Street and Center Street, which had 32 reported collisions. The segment of Mariposa Avenue with the highest number of collisions is the eastern end between Center Street and PCH, which had 26 reported collisions. The locations of the collisions involving pedestrians and bicycles are provided below.

An overview of the reported collisions was conducted to determine if any of these streets would be considered as high-accident locations. This was accomplished by calculating the annual average number of collisions per million vehicle-miles of travel for each street, which is a standard measurement for collision statistics. The calculations were conducted by using the number of collisions, the time period addressed (4.5 years), the length of the street segments, and the average daily traffic volumes on each street. The results are: Main Street: 3.37 collisions per million vehicle-miles of travel; Grand Avenue: 3.60 collisions per million vehicle-miles of travel; and Mariposa Avenue: 5.14 collisions per million vehicle-miles of travel.



This level of collision experience is not indicative of a severe safety issue as the values represent the number of collisions per million miles of travel.

Another measure that is typically used to identify high collision locations is the threshold of five accidents per year at a single location. A review of the Police Department’s collision statistics indicates that there are no locations on the three study area streets where five or more accidents have been reported within a one-year period.

It is concluded, therefore, that the collision history on the three roadway segments is not indicative of a critical safety problem.

*Summary of Findings and Recommendations*

While the comprehensive review of the study area street segments data indicate that there are no roadway user safety issues that require actual changes to the roadways’ design, speed limits, or right-of-way control devices such as stop signs or traffic signals, there are several focus areas at which traffic and pedestrian safety can be improved to maintain the City’s high standards regarding public health and safety.

For purposes of this study, focus areas are defined as locations where one or more of the analysis criteria were observed to be excessive relative to pedestrian concentrations and/or collision history. The focus areas that were identified based on this methodology are listed in Table 5 of the report (see attachment) and include:

- Main Street at Oak Avenue
- Main Street from Holly Avenue to Grand Avenue
- Grand Avenue from Arena Street to Sheldon Street
- Grand Avenue from Illinois Street to Indiana Street
- Mariposa Avenue from Main Street to Eucalyptus Drive

Recommended improvements are outlined in Table 6:

**TABLE 6 - PRELIMINARY RECOMMENDATIONS FOR SAFETY IMPROVEMENTS**

<b>Locations</b>	<b>Recommended Improvements</b>
Main Street at Oak Avenue	Install high visibility ladder crosswalks at the Main Street/Oak Avenue intersection and flashing beacons on top of crosswalk warning signs on Main Street
Main Street from Holly Avenue to Grand Avenue	None. The City of El Segundo has already installed in-pavement lights at the crosswalk
Grand Avenue from Arena Street to Sheldon Street	Install high visibility ladder crosswalks and flashing beacons on top of the crosswalk warning signs at the Arena Street and Sheldon Street crosswalks. Install vehicle speed feedback signs on Grand Avenue.
Grand Avenue from Illinois Street to Indiana Street	Install vehicle speed feedback signs on Grand Avenue
Mariposa Avenue from Main Street to Eucalyptus Drive	Install high visibility ladder crosswalks at the Mariposa Avenue/Standard Street intersection.

With regard to stop signs, the California Manual on Uniform Traffic Control Devices states that stop signs should not be used for speed control. The objective of a stop sign is to establish right-of-way priorities for motorists. Stop signs should be installed only if they are shown to be needed by a warrant analysis.

As a result of this study, there are no locations that have been deemed to require a warrant analysis for additional stop signs.

#### *Field Implementation Measures*

Main Street at Oak Avenue – high visibility ladder crosswalks have been installed. New solar-lighted, pedestrian-activated crosswalk signage will be installed by City crews once the signage is procured.

Grand Avenue from Arena Street to Sheldon Street - high visibility ladder crosswalks have been installed. New solar-lighted, pedestrian-activated crosswalk signage will be installed at Arena Street by City crews once the signage is procured. The lights in the crosswalk at Sheldon Street are in the process of being repaired by the business owner that installed them, after which the Public Works Department will take over for maintenance purposes. Staff is in the process of procuring two mobile vehicle speed feedback signs, one of which will be deployed on Grand Avenue at various locations from Arena to Indiana Streets.

Mariposa Avenue from Main Street to Eucalyptus Drive - high visibility ladder crosswalks have been installed by the current paving contractor.

**TRAFFIC AND PEDESTRIAN SAFETY STUDY FOR  
MAIN STREET, GRAND AVENUE, AND MARIPOSA AVENUE  
EL SEGUNDO**

**Prepared for  
CITY OF EL SEGUNDO**

**Prepared by  
GARLAND ASSOCIATES  
16787 Beach Boulevard, Suite 234  
Huntington Beach, CA 92647  
714-330-8984**

**OCTOBER 2018**

## TABLE OF CONTENTS

	<u>Page</u>
I. Introduction and Project Description	1
II. Vehicle Speed Surveys	3
III. Pedestrian Crossing Counts	5
IV. Collision Statistics	7
V. Summary of Findings and Recommendations	9

Appendix A – Figures

Appendix B – Collision Data from El Segundo Police Department

## **LIST OF TABLES**

	<u>Page</u>
1. Vehicle Speed Data – 85 <sup>th</sup> Percentile Speeds	3
2. Vehicle Speed Data – 96 <sup>th</sup> to 100 <sup>th</sup> Percentile Speeds	4
3. Pedestrian Crossing Counts	5
4. Collision Statistics	7
5. Traffic and Pedestrian Safety Focus Areas	9
6. Preliminary Recommendations for Safety Improvements	10

## **LIST OF FIGURES (IN APPENDIX A)**

1. Location Map
2. Existing Traffic Control Features
3. Speed Survey Locations
4. Pedestrian Count Locations

## I. INTRODUCTION AND PROJECT DESCRIPTION

The City of El Segundo City Council has expressed various concerns regarding traffic and pedestrian safety on three arterial streets in the city; i.e., Main Street, Grand Avenue, and Mariposa Avenue. In response to these concerns, a study has been conducted to evaluate the existing conditions on these three streets, identify the traffic and pedestrian safety issues, and develop potential measures for improving the safety deficiencies.

The following street segments were included in the analysis:

- Main Street from El Segundo Boulevard to Imperial Avenue
- Grand Avenue from Pacific Coast Highway (formerly Sepulveda Boulevard) to Loma Vista Street
- Mariposa Avenue from Pacific Coast Highway (PCH) to Main Street

A location map showing the location of these three roadway segments is provided on Figure 1 in Appendix A. Main Street is a four lane north-south street that runs through the city's downtown area and is adjacent to El Segundo High School and El Segundo City Hall. Grand Avenue is a four lane east-west street that extends from the downtown area to PCH and runs near (south of) El Segundo Middle School at Center Street. Mariposa Avenue is a two lane east-west street that extends from Main Street to PCH and is adjacent to El Segundo High School (at Main Street) and Center Street Elementary School (at Center Street).

According to the Master Plan of Streets in the Circulation Element of the City of El Segundo General Plan, Main Street is designated as a 4-Lane Collector between Imperial Avenue and Grand Avenue and as a Secondary Arterial between Grand Avenue and El Segundo Boulevard. Grand Avenue is designated as a Secondary Arterial and Mariposa Avenue is designated as a 2-Lane Collector.

Figure 2 in Appendix A illustrates the existing traffic control features along each of the three study area streets. Shown on the figure are the locations of each traffic signal, the intersections with 4-way stop signs, the intersections with 3-way stop signs, and the locations of each painted crosswalk at the unsignalized locations. Stop signs on the numerous cross streets that intersect with the study area streets are not shown on the figure except at the intersections with 3-way or 4-way stop signs (to eliminate clutter on the figure).

The speed limits on the three streets in the study area are as follows:

- Main Street – 25 miles per hour (mph)
- Grand Avenue – 25 mph from Loma Vista Street to Eucalyptus Drive and 35 mph from Eucalyptus Drive to PCH
- Mariposa Avenue – 25 mph

This report summarizes the results of the traffic and pedestrian safety study that was conducted for the three study area streets. The tasks that were conducted for the analysis are as follows:

- Speed surveys were conducted at three locations on each of the three streets for the AM peak period, mid-day conditions, and the PM peak period.
- Pedestrian counts were taken at several locations on each of the three streets during the AM and PM peak periods.
- Collision statistics that were provided by the El Segundo Police Department were reviewed and analyzed.
- Safety issues were identified and potential measures were developed that could be implemented to improve safety problems on the three study area streets.

## II. VEHICLE SPEED SURVEYS

Speed surveys were conducted at three locations on each of the three study area streets to quantify the typical travel speeds during the AM peak hour, the mid-day time period, and the PM peak hour. The vehicle speeds were measured with a radar speed meter from inside an inconspicuous private vehicle in May and June, 2018, on days when schools were in session.

The survey locations that were selected represent segments of the streets that are relatively unaffected by traffic signals and stop signs so that the vehicles were in a free flow operation. Figure 3 in Appendix A shows the nine locations where the speed surveys were conducted. Samples of 100 vehicles were surveyed at each location (50 vehicles in each direction).

The critical value that is typically used for analyzing vehicle speed data is the 85<sup>th</sup> percentile speed, which is the speed at or below which 85 percent of the traffic is moving. This is the speed value that is typically used as a starting point in establishing speed limits. Table 1 shows the 85<sup>th</sup> percentile speeds that were observed at each monitoring location for the AM peak hour, mid-day time period, and PM peak hour. On Main Street between Imperial Avenue and Maple Avenue, for example, the 85 percentile speed was 30 mph during the AM peak hour, 32 mph for mid-day, and 32 mph for the PM peak hour. As the speed limit on Main Street is 25 mph, the 85<sup>th</sup> percentile speeds range from 5 to 7 mph over the speed limit on this segment of Main Street.

**TABLE 1  
VEHICLE SPEED DATA – 85<sup>TH</sup> PERCENTILE SPEEDS**

Street/Location	Speed Limit (mph)	85 <sup>th</sup> Percentile Speed (mph)		
		AM Peak Hour	Mid-Day	PM Peak Hour
<b>Main Street</b>				
Between Imperial Avenue & Maple Avenue	25	30	32	32
Between Palm Avenue & Mariposa Avenue	25	27	31	30
Between Holly Avenue & Grand Avenue	25	28	29	29
<b>Grand Avenue</b>				
Between Virginia Street & Concord Street	25	26	27	27
Between Eucalyptus Drive & Lomita Street	35	37	39	40
Between Kansas Street & Pacific Coast Hwy	35	39	40	40
<b>Mariposa Avenue</b>				
Between Main Street & Sheldon Street	25	26	27	27
Between Sheldon Street & Center Street	25	29	30	31
Between California Street & Washington St	25	30	31	32

Note: AM peak hour is 7:00 to 8:00, mid-day is 10:00 to 11:00, and PM peak hour is 5:00 to 6:00.

Table 1 indicates that the 85<sup>th</sup> percentile speeds on these three streets are generally higher than the speed limit by values that range from one mph over the speed limit (Mariposa Avenue between Main Street and Sheldon Street) to 7 mph over the speed limit (Main Street between Imperial Avenue and Maple Street and Mariposa Avenue between California Street and Washington Street).



While the 85<sup>th</sup> percentile speeds shown in Table 1 are not indicative of a speeding problem, the speed data were also reviewed to identify the 96<sup>th</sup> to 100<sup>th</sup> percentile speeds. These are the travel speeds that were observed for the highest five percent of the vehicles that were surveyed. The 96<sup>th</sup> to 100<sup>th</sup> percentile speeds that were observed at each monitoring location are shown in Table 2 for the AM peak hour, mid-day, and PM peak hour.

The numbers shown in bold in Table 2 highlight the locations where the top travel speeds that were observed are 15 mph or more above the posted speed limit. The locations with the most blatant abuse of speed (i.e., speeds that are at least 20 mph above the speed limit) are Grand Avenue between Kansas Street and PCH, which had a car traveling 55 mph in a 35 mph speed zone, and Mariposa Avenue between California Street and Washington Street, which had a car traveling 48 mph in a 25 mph speed zone. In addition, Main Street between Imperial Avenue and Maple Avenue, Grand Avenue between Eucalyptus Drive and Lomita Street, and Mariposa Avenue between Sheldon Street and Center Street had vehicles traveling 19 mph over the speed limit.

**TABLE 2  
VEHICLE SPEED DATA – 96<sup>TH</sup> TO 100<sup>TH</sup> PERCENTILE SPEEDS**

Street/Location	Speed Limit (mph)	96 <sup>th</sup> to 100 <sup>th</sup> Percentile Speeds (mph)		
		AM Peak Hour	Mid-Day	PM Peak Hour
<b>Main Street</b>				
Between Imperial Avenue & Maple Avenue	25	34-39	36- <b>42</b>	37- <b>44</b>
Between Palm Avenue & Mariposa Avenue	25	30-35	34- <b>41</b>	33-39
Between Holly Avenue & Grand Avenue	25	30-34	32-36	31-35
<b>Grand Avenue</b>				
Between Virginia Street & Concord Street	25	29-32	30-32	30-33
Between Eucalyptus Drive & Lomita Street	35	41-49	43- <b>52</b>	44- <b>54</b>
Between Kansas Street & Pacific Coast Hwy	35	42- <b>51</b>	44- <b>54</b>	45- <b>55</b>
<b>Mariposa Avenue</b>				
Between Main Street & Sheldon Street	25	29-32	30-37	29-35
Between Sheldon Street & Center Street	25	34- <b>40</b>	35- <b>41</b>	36- <b>44</b>
Between California Street & Washington St	25	34- <b>41</b>	35- <b>42</b>	36- <b>48</b>

Note: AM peak hour is 7:00 to 8:00, mid-day is 10:00 to 11:00, and PM peak hour is 5:00 to 6:00.

The primary findings of the speed survey are that most of the motorists on the three study area streets are driving at reasonable speeds, as represented by the fact that the 85<sup>th</sup> percentile speeds range from 1 to 7 mph over the speed limits. Excessive speeding behavior was observed, however, for about 5 percent of the motorists, as represented by the travel speeds shown in bold in Table 2. These 96<sup>th</sup> to 100<sup>th</sup> percentile motorists are the ones that are observed as “excessive speeders” and are generally the cause of the safety issues associated with speeding vehicles.

**III.  
PEDESTRIAN CROSSING COUNTS**

Pedestrian counts were taken at three to four locations on each of the three study area streets to quantify the number of pedestrians crossing the street during the AM and PM peak periods. The pedestrian crossings were monitored in May and June, 2018, on days when schools were in session. The PM peak hour for the locations near schools represented the afternoon dismissal times (i.e., 2:30 to 3:30 PM), while the PM peak hour for the non-school locations represented the afternoon commuter peak (i.e., 5:00 to 6:00 PM).

The survey locations that were selected are generally locations where pedestrians cross the street without the benefit of a traffic signal or multi-way stop signs. The exceptions are the Grand Avenue/Center Street and Mariposa Avenue/Center Street intersections, which have 4-way stop signs. These two intersections were monitored because they are near the Center Street Elementary School and the El Segundo Middle School.

The eleven locations where pedestrian counts were taken are shown on Figure 4 in Appendix A. The number of pedestrians per hour that crossed the street at each of the monitoring locations are shown in Table 3 for the AM and PM peak hours.

**TABLE 3  
PEDESTRIAN CROSSING COUNTS**

Street/Location	Number of Pedestrians Crossing (per hour)	
	AM Peak Hour	PM Peak Hour
Main Street		
At Walnut Avenue	5	8
At Oak Avenue*	14	17
Between Holly Avenue & Grand Avenue (midblock)	19	22
Between Franklin Ave & El Segundo Blvd (midblock)	5	9
Grand Avenue		
At Arena Street	10	13
At Sierra Street	6	8
At Center Street*	5	6
Crossing Center Street*	24	20
At California Street	8	9
Mariposa Avenue		
At Standard Street*	21	23
At Center Street*	22	25
At Illinois Street	7	9

\* Represents locations that are adjacent to or near a school.

Table 3 indicates that the locations with a relatively high concentration of pedestrian crossings are Main Street at Oak Avenue (near El Segundo High School), Main Street between Holly Avenue and Grand Avenue (a midblock crosswalk at City Hall), Grand Avenue at Arena Street (near a skate park and teen center), Grand Avenue at Center Street (near El Segundo Middle

School), Mariposa Avenue at Standard Street (at El Segundo High School), and Mariposa Avenue at Center Street (near Center Street Elementary School).

The Main Street/Oak Avenue, Main Street/City Hall, Grand Avenue/Arena Street, and Mariposa Avenue/Standard Street locations have uncontrolled crosswalks where the pedestrians do not have the benefit of a stop sign or traffic signal to facilitate the crossing movements.

**IV.  
COLLISION STATISTICS**

Collision statistics were provided by the El Segundo Police Department for the three study area street segments. The data represent the reported collisions for the time period extending from January 2014 to mid-June 2018. The printout of the traffic collision report is provided in Appendix B.

A summary of the collision data is provided in Table 4, which shows the total number of collisions, the number of pedestrian-related collisions, the number of collisions involving bicycles, and the collisions resulting in a fatality. The collision statistics are provided for three segments each for the three study area streets.

As shown, there were 89 reported collisions on Main Street during the 4½-year time period, which includes 2 pedestrian-related incidents. On Grand Avenue, there were 63 reported collisions, including 2 pedestrian-related incidents and 2 incidents involving bicycles. On Mariposa Avenue, there were 50 collisions, which includes 4 pedestrian-related incidents and 1 incident involving a bicycle. There were no collisions resulting in a fatality.

**TABLE 4  
COLLISION STATISTICS**

Street/Location	Number of Collisions (2014-2018)			
	Total	Pedestrian	Bicycle	Fatal
<b>Main Street</b>				
From Imperial Avenue to Maple Avenue	28	0	0	0
From Maple Avenue to Pine Avenue	22	1	0	0
From Pine Avenue to El Segundo Blvd	<u>39</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	89	2	0	0
<b>Grand Avenue</b>				
From Loma Vista Street to Main Street	8	1	1	0
From Main Street to Center Street	32	0	1	0
From Center Street to Pacific Coast Hwy	<u>23</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	63	2	2	0
<b>Mariposa Avenue</b>				
From Main Street to Sheldon Street	15	3	0	0
From Sheldon Street to Center Street	9	0	0	0
From Center Street to Pacific Coast Hwy	<u>26</u>	<u>1</u>	<u>1</u>	<u>0</u>
Total	50	4	1	0

Overall, the segment of Main Street with the highest number of collisions is the southern segment between Pine Avenue and El Segundo Boulevard, which is the downtown area. It had 39 reported collisions. The segment of Grand Avenue with the highest number of collisions is the middle segment between Main Street and Center Street, which had 32 reported collisions. The segment of Mariposa Avenue with the highest number of collisions is the eastern end between Center Street and PCH, which had 26 reported collisions. It should be noted that the collision totals shown for Grand Avenue and Mariposa Avenue in Table 4 are lower than the

numbers shown on the collision report provided by the El Segundo Police Department because the Police Department printout included collisions that occurred on PCH (Sepulveda Boulevard) near Grand Avenue and Mariposa Avenue, which are not a component of this analysis.

The locations of the collisions involving pedestrians and bicycles are provided below.

#### **Locations of Pedestrian-Related Collisions**

- Mariposa Avenue at PCH
- Main Street at Pine Avenue
- Grand Avenue at Indiana Street
- Mariposa Avenue at Eucalyptus Drive
- Grand Avenue at Loma Vista Street
- 300 Block of Main Street
- 200 Block of Mariposa Avenue
- 100 Block of Mariposa Avenue

#### **Locations of Collisions involving Bicycles**

- Mariposa Avenue at Indiana Street
- Grand Avenue at Sheldon Street
- Grand Avenue at Main Street

An overview of the reported collisions was conducted to determine if any of these streets would be considered as high-accident locations. This was accomplished by calculating the annual average number of collisions per million vehicle-miles of travel for each street, which is a standard measurement for collision statistics. The calculations were conducted by using the number of collisions, the time period addressed (4.5 years), the length of the street segments, and the average daily traffic volumes on each street. The results are as follows:

Main Street:	3.37 collisions per million vehicle-miles of travel
Grand Avenue:	3.60 collisions per million vehicle-miles of travel
Mariposa Avenue:	5.14 collisions per million vehicle-miles of travel

This level of collision experience is not indicative of a severe safety issue as the values represent the number of collisions per million miles of travel. Another measure that is typically used to identify high collision locations is the threshold of five accidents per year at a single location. A review of the Police Department's collision statistics indicates that there are no locations on the three study area streets where five or more accidents have been reported within a one-year period. It is concluded, therefore, that the collision history on the three streets is not indicative of a critical safety problem.

V.  
**SUMMARY OF FINDINGS AND RECOMMENDATIONS**

A comprehensive review of the study area street segments with regard to the pedestrian crossing locations and the geographical distribution of the collision data indicate that there are several focus areas relative to traffic and pedestrian safety. For purposes of this study, focus areas are defined as locations where one or more of the analysis criteria were observed to be excessive relative to pedestrian concentrations and/or collision history. The focus areas that were identified based on this methodology are listed in Table 5.

**TABLE 5  
 TRAFFIC AND PEDESTRIAN SAFETY FOCUS AREAS**

Safety Focus Area Locations	Criteria to Identify Focus Areas
Main Street at Oak Avenue	Pedestrian Crossings
Main Street from Holly Avenue to Grand Avenue	Pedestrian Crossings, Collision History, Pedestrian Collision, & Bike Collision
Grand Avenue from Arena Street to Sheldon Street	Collision History, Pedestrian Crossings, & Bike Collision
Grand Avenue from Illinois Street to Indiana Street	Collision History & Pedestrian Collision
Mariposa Avenue from Main Street to Eucalyptus Drive	Pedestrian Crossings & Pedestrian Collisions

While the study area streets are not excessively problematic relative to vehicle speeds and collision history, these focus areas were evaluated to identify potential improvement measures that could be taken to maintain the City of El Segundo’s high standards regarding public health and safety. The potential safety improvement measures are outlined below.

**Toolbox of Potential Safety Improvement/Traffic Calming Measures**

There are various measures that could potentially be implemented in an effort to reduce travel speeds and enhance safety along the study area street segments and at the focus areas outlined above in particular. The toolbox of safety improvements/traffic calming measures includes the following:

**High Visibility Ladder Crosswalks** – Replace the conventional crosswalks that have two parallel lines crossing the street with high visibility ladder crosswalks that have the two parallel lines as well as wide lines within the crosswalk that run perpendicular to the outside lines to improve the visibility of the crosswalks for motorists.

**Median Islands** – Install median islands at midblock locations to decrease the effective width of the travel lanes and thereby serve as a traffic calming device to reduce travel speeds.

**Traffic Circles** – Install small traffic circles in the center of unsignalized intersections to serve as traffic calming devices to reduce travel speeds through the intersections.

**Install Flashing Lights at Crosswalks** – Install flashing yellow lights at the uncontrolled crosswalks to inform motorists of the presence of the painted crosswalks. The flashing lights could be installed as supplemental beacons on top of the standard pedestrian crossing warning signs or the conventional signs could be replaced with a row of small flashing lights along the perimeter of the warning signs.

**Bulb-Outs at Intersections** – Install curb extensions at intersections to decrease the width of the travelled way, which would serve as a traffic calming device to reduce travel speeds, and reduce the walking distance for pedestrians crossing the street.

**In-Pavement Lighting** – Install flashing lights in the pavement along the alignment of the crosswalk lines to enhance the visibility of the crosswalks and more effectively notify motorists of the presence of the crosswalks. The flashing lights could be activated with pedestrian push buttons or with automatic pedestrian detectors.

**Vehicle Speed Feedback Signs** – Install electronic signs that use a radar device to measure the speed of oncoming vehicles and then display the speeds to the motorists to inform them of their travel speeds. The signs can be programmed to flash or blink when travel speeds are excessive.

**TABLE 6  
PRELIMINARY RECOMMENDATIONS FOR SAFETY IMPROVEMENTS**

Locations	Recommended Improvements
Main Street at Oak Avenue	Install high visibility ladder crosswalks at the Main Street/Oak Avenue intersection and flashing beacons on top of crosswalk warning signs on Main Street
Main Street from Holly Avenue to Grand Avenue	None. The City of El Segundo has already installed in-pavement lights at the crosswalk
Grand Avenue from Arena Street to Sheldon Street	Install high visibility ladder crosswalks and flashing beacons on top of the crosswalk warning signs at the Arena Street and Sheldon Street crosswalks. Install vehicle speed feedback signs on Grand Avenue.
Grand Avenue from Illinois Street to Indiana Street	Install vehicle speed feedback signs on Grand Avenue
Mariposa Avenue from Main Street to Eucalyptus Drive	Install high visibility ladder crosswalks at the Mariposa Avenue/Standard Street intersection.

The recommended improvements outlined in Table 6 are focused specifically on the focus area locations that were identified previously. In addition, high visibility ladder crosswalks should be considered at all locations that currently have a conventional two-line crosswalk at uncontrolled locations (i.e., no traffic signal or stop sign at the crosswalk) and vehicle speed feedback signs should be considered for use at all of the locations that were shown to have some drivers operating at excessive speeds.

Other somewhat questionable measures that are often used by cities to control speeding are speed humps and stop signs. Speed humps are not recommended for the three study area streets because these streets are designated as collector and arterial streets. Guidelines for speed hump

installations generally state that speed humps should be used on local streets and are not to be used on collector or arterial streets because the speed humps would have a negative impact on response times for emergency vehicles (police, fire, and paramedic vehicles), which routinely use these streets as travel routes.

With regard to stop signs, the California Manual on Uniform Traffic Control Devices states that stop signs should not be used for speed control. The objective of a stop sign is to establish right-of-way priorities for motorists. Stop signs should be installed only if they are shown to be needed by a warrant analysis. As a result of this study, there are no locations that have been deemed to require a warrant analysis for additional stop signs.



## **APPENDIX A**

### **FIGURES**

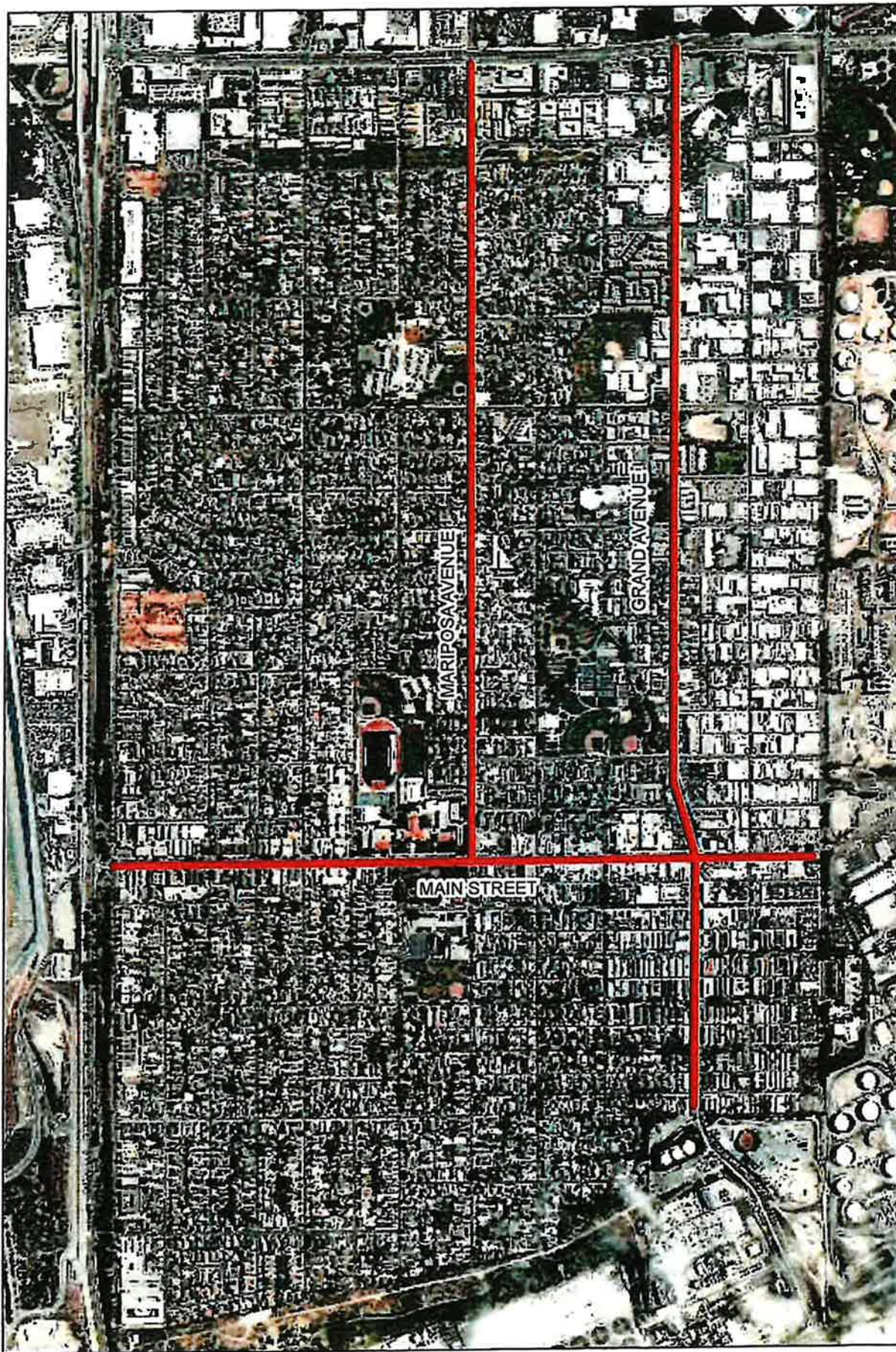
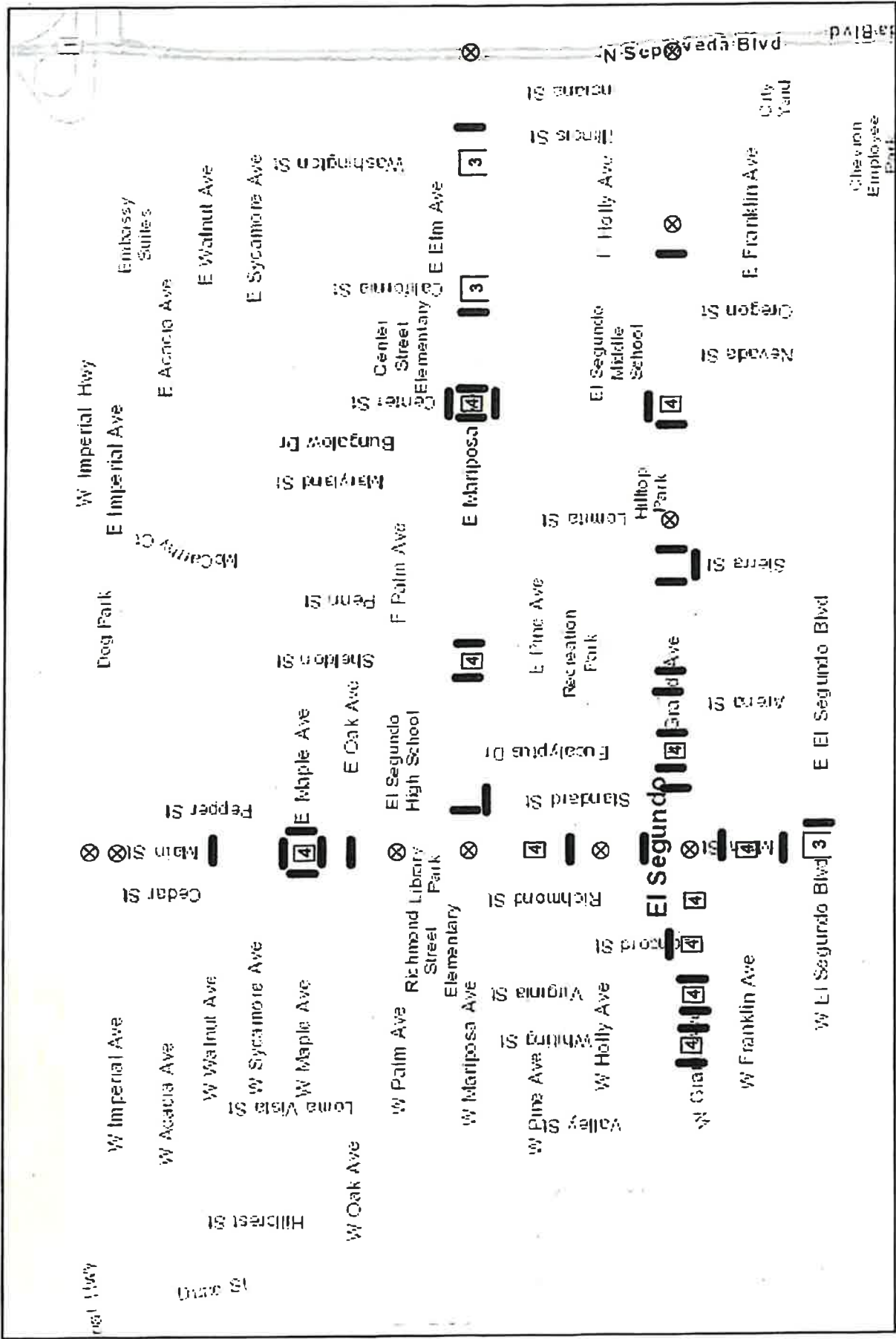


FIGURE 1  
LOCATION MAP  
EL SEGUNDO TRAFFIC AND PEDESTRIAN SAFETY STUDY  
MAIN STREET, GRAND AVENUE, AND MARIPOSA AVENUE



- ⊗ = TRAFFIC SIGNAL
- 4 = 4-WAY STOP SIGNS
- 3 = 3-WAY STOP SIGNS
- █ = PAINTED CROSSWALK

FIGURE 2  
EXISTING TRAFFIC CONTROL FEATURES

EL SEGUNDO TRAFFIC AND PEDESTRIAN SAFETY STUDY  
MAIN STREET, GRAND AVENUE, AND MARIPOSA AVENUE

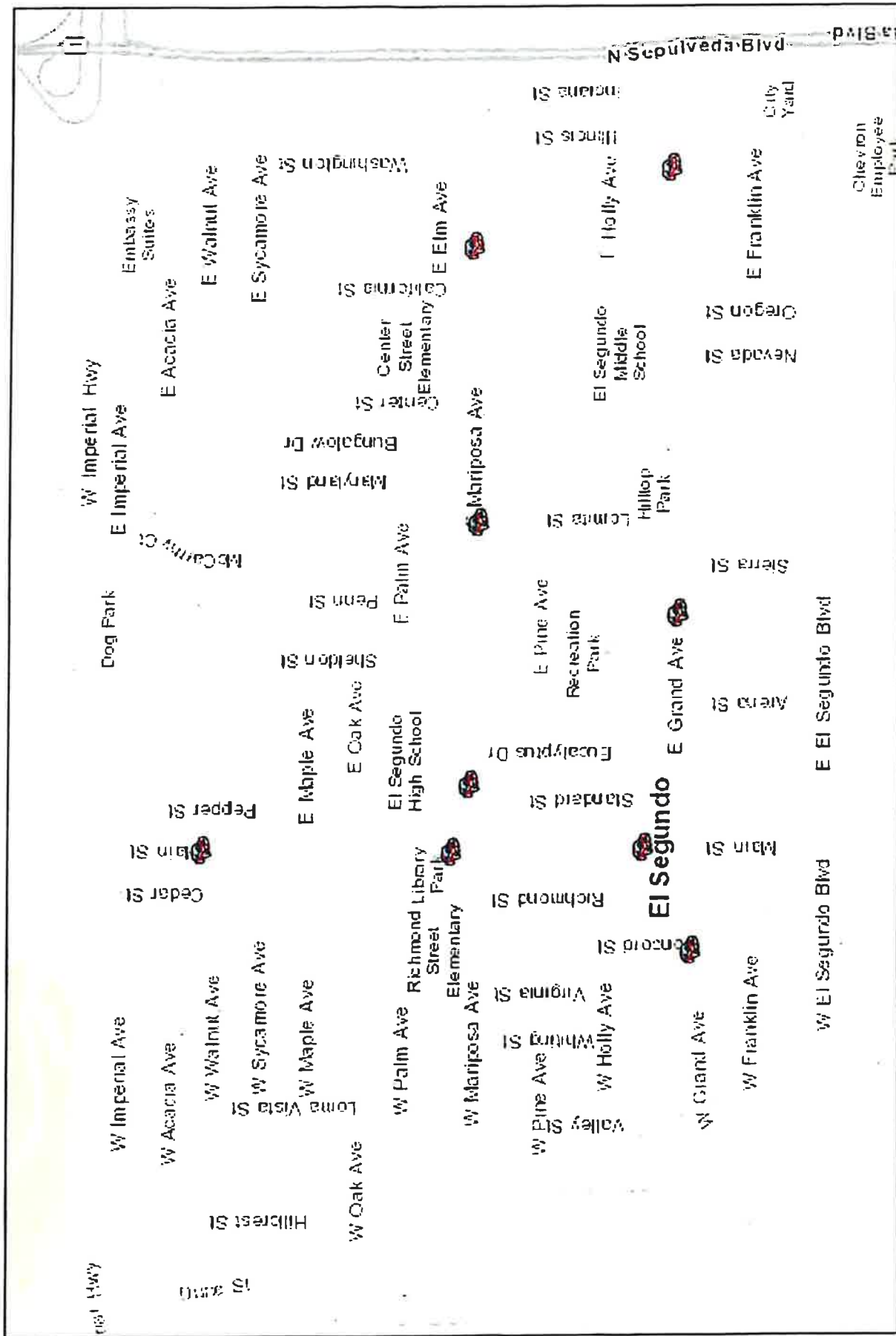
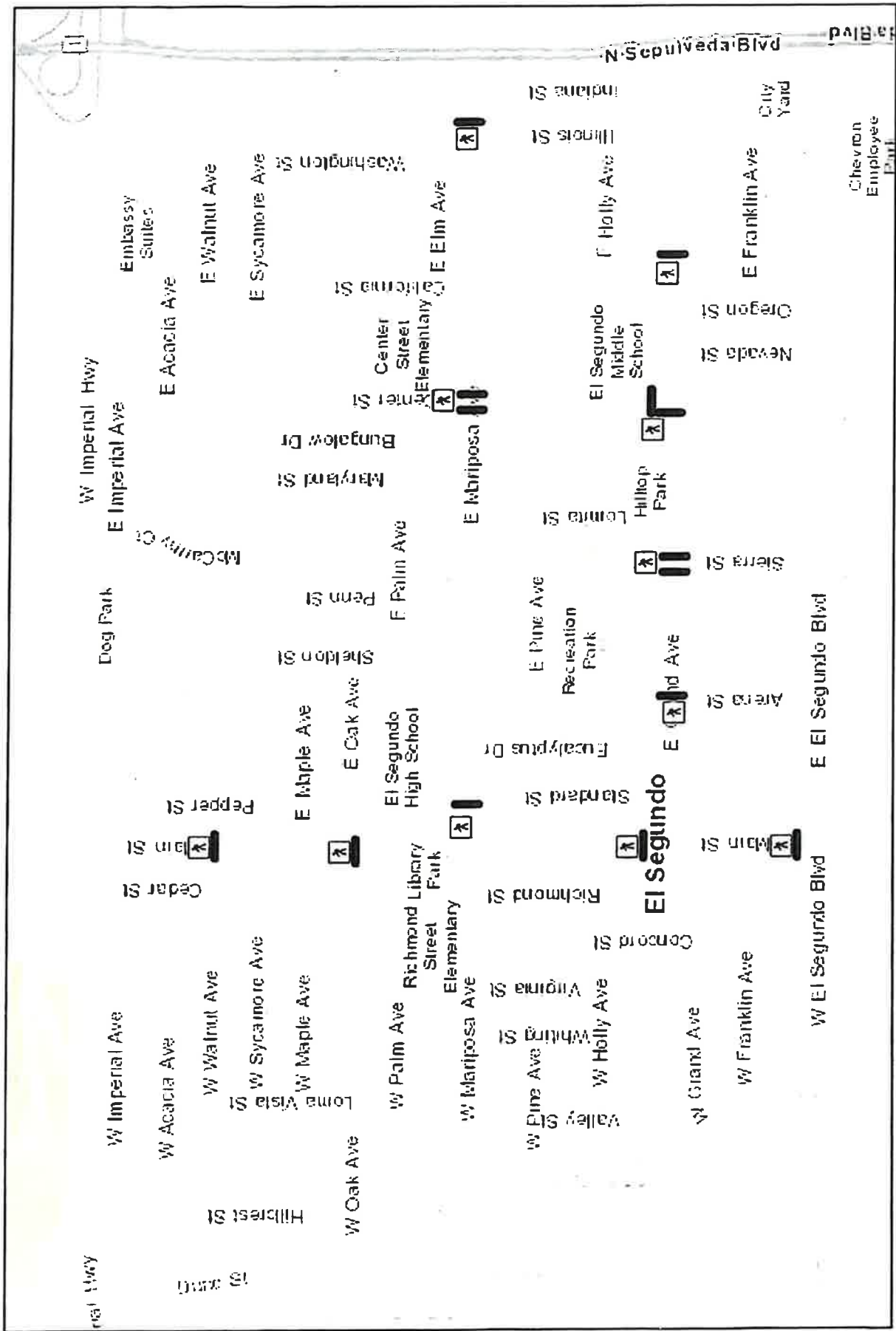


FIGURE 3  
SPEED SURVEY LOCATIONS

EL SEGUNDO TRAFFIC AND PEDESTRIAN SAFETY STUDY  
MAIN STREET, GRAND AVENUE, AND MARIPOSA AVENUE



**FIGURE 4**  
**PEDESTRIAN COUNT LOCATIONS**  
**EL SEGUNDO TRAFFIC AND PEDESTRIAN SAFETY STUDY**  
**MAIN STREET, GRAND AVENUE, AND MARIPOSA AVENUE**

**APPENDIX B**

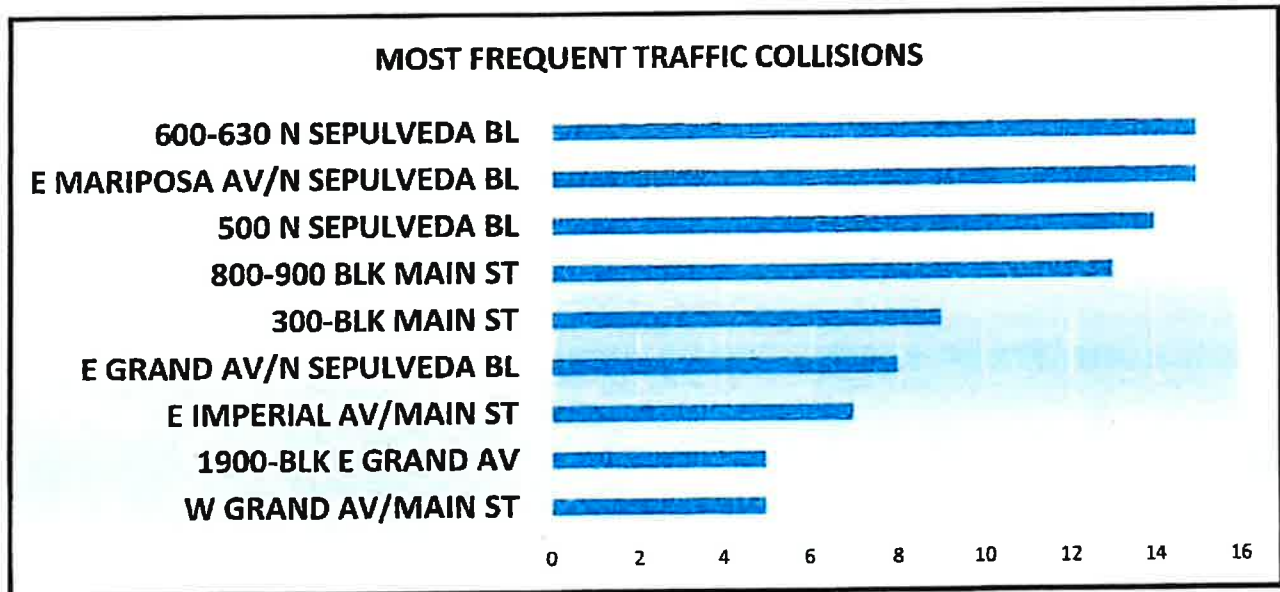
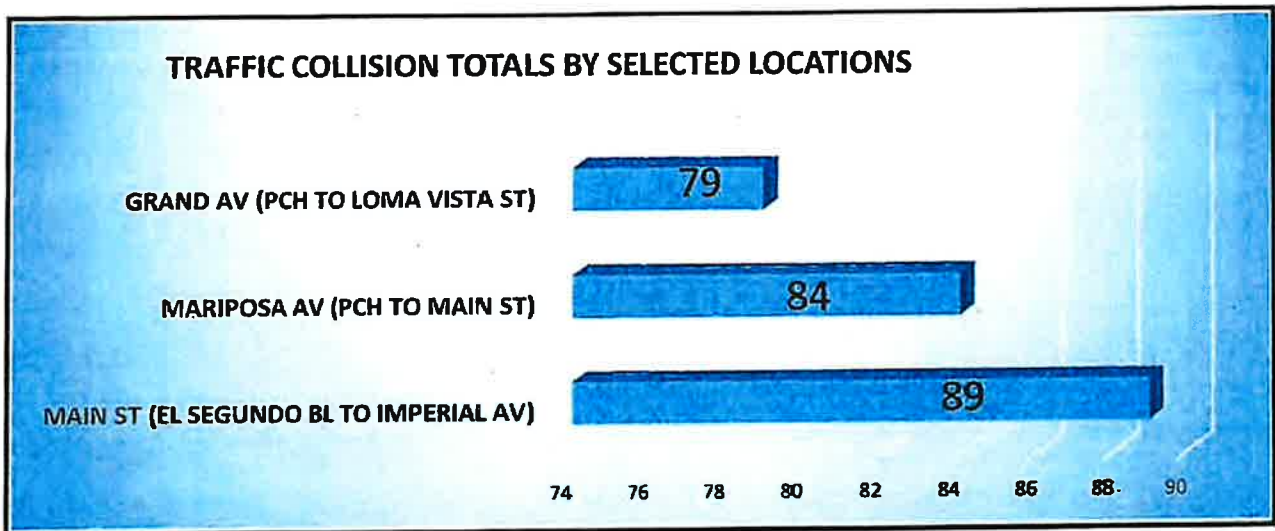
**COLLISION DATA**

**FROM EL SEGUNDO POLICE DEPARTMENT**

# EL SEGUNDO POLICE DEPARTMENT

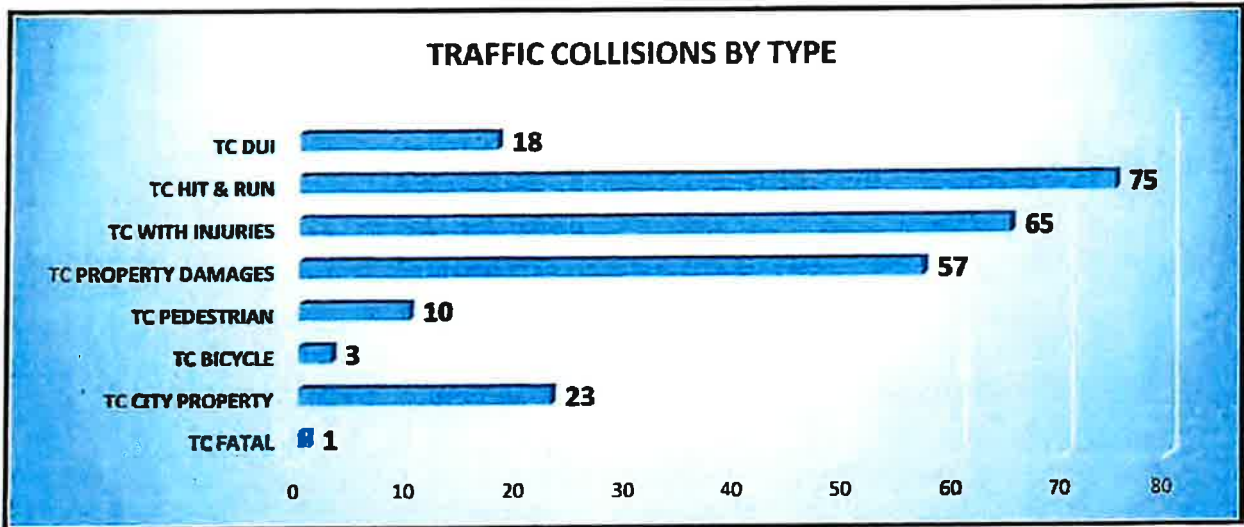
## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

**CATEGORY:** TRAFFIC COLLISIONS  
**LOCATIONS:** MAIN STREET (BETWEEN EL SEGUNDO BLVD – IMPERIAL AVENUE)  
 GRAND AVENUE (BETWEEN PACIFIC COAST HWY – LOMA VISTA ST)  
 MARIPOSA AVENUE (BETWEEN PACIFIC COAST HWY – MAIN ST)  
**LEVEL:** MOST FREQUENT COLLISIONS  
**REPORTED PERIOD:** YEAR 2014/2015/2016/2017/2018-YTD  
**JURISDICTION:** CITY OF EL SEGUNDO

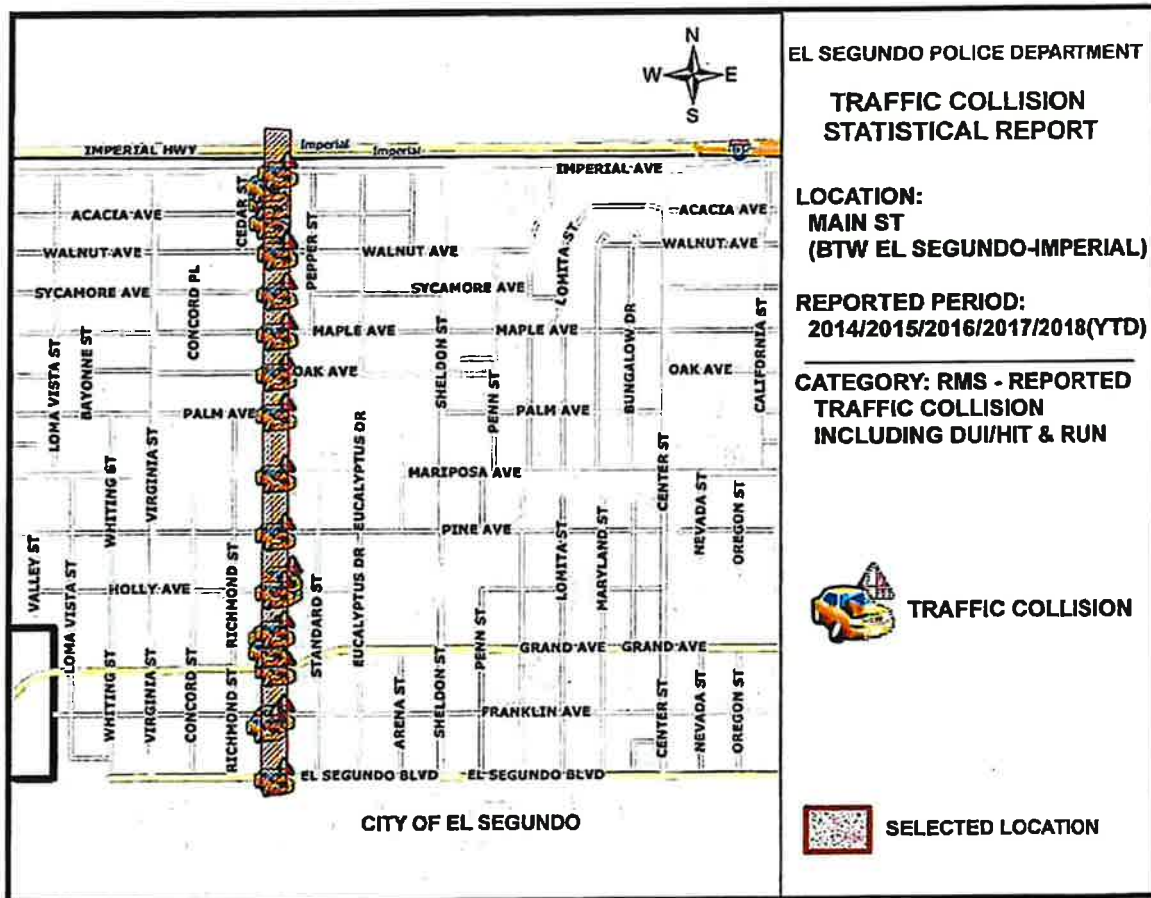


# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS



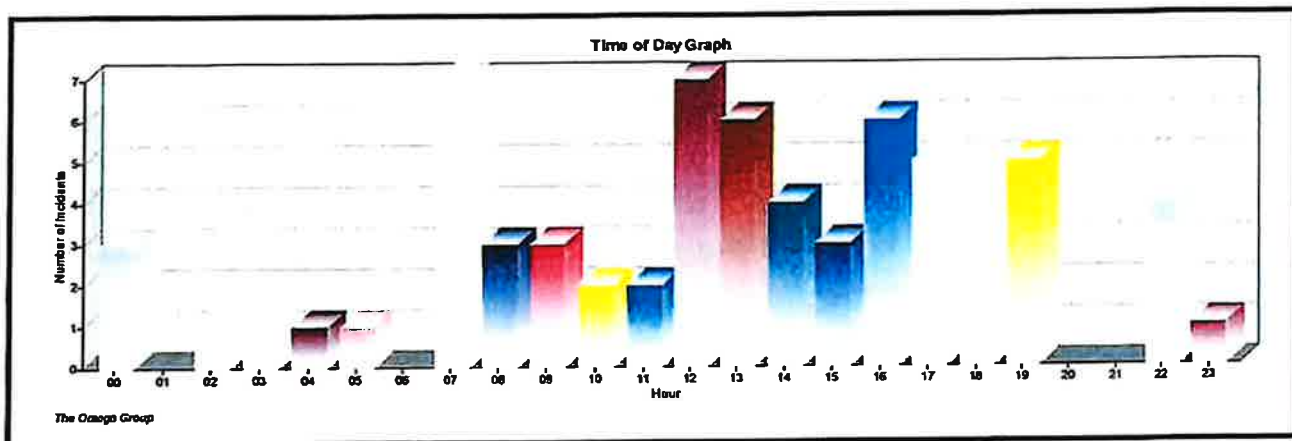
### MAP: MAIN STREET



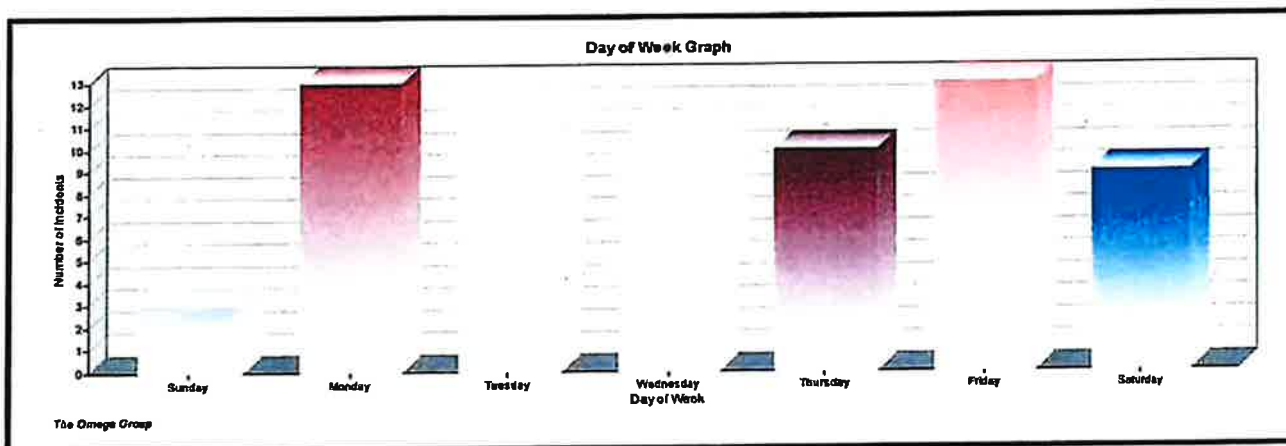


TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

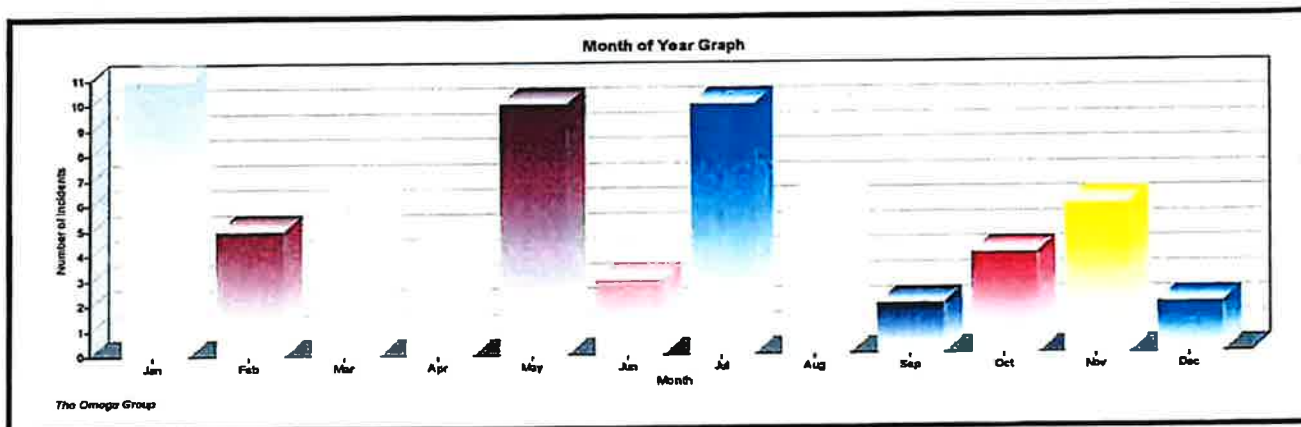
TIME OF DAY



DAY OF WEEK



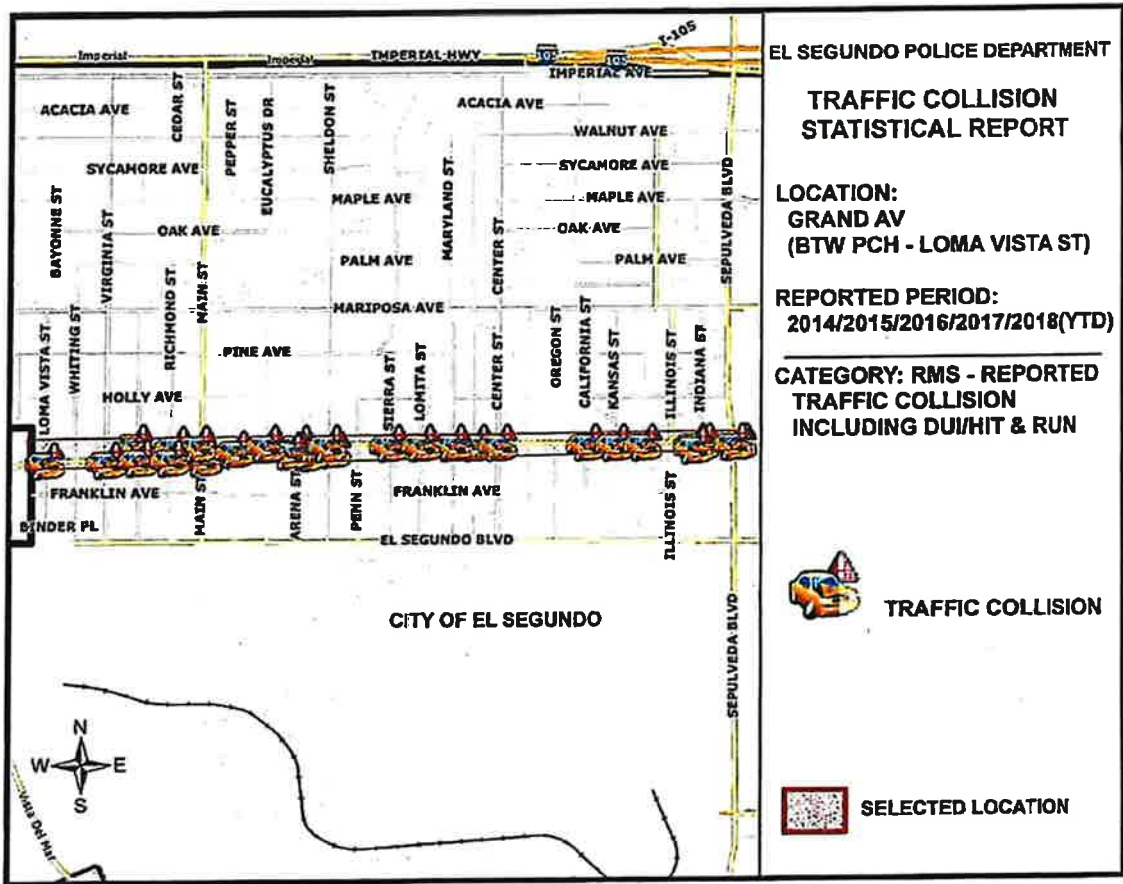
MONTH OF YEAR



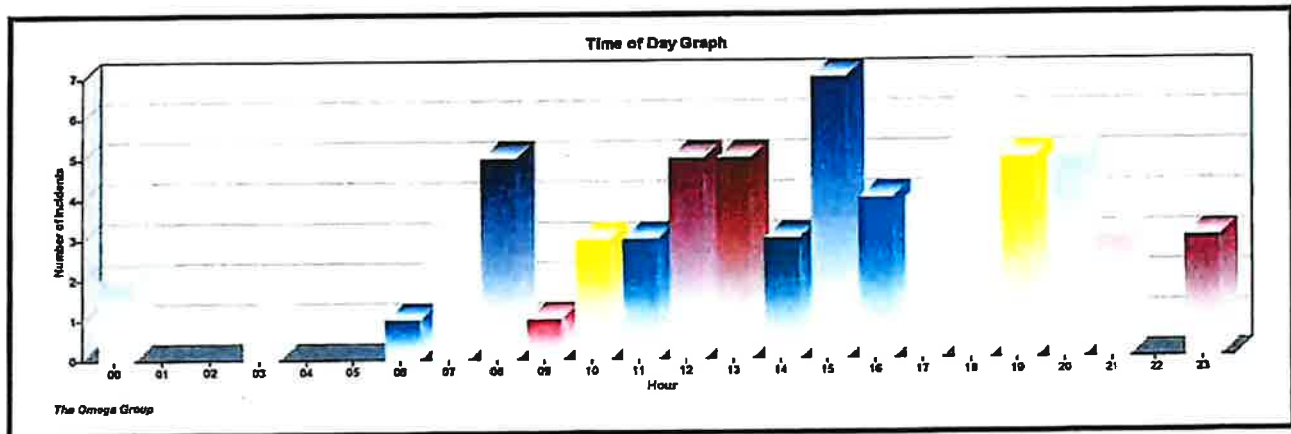
# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

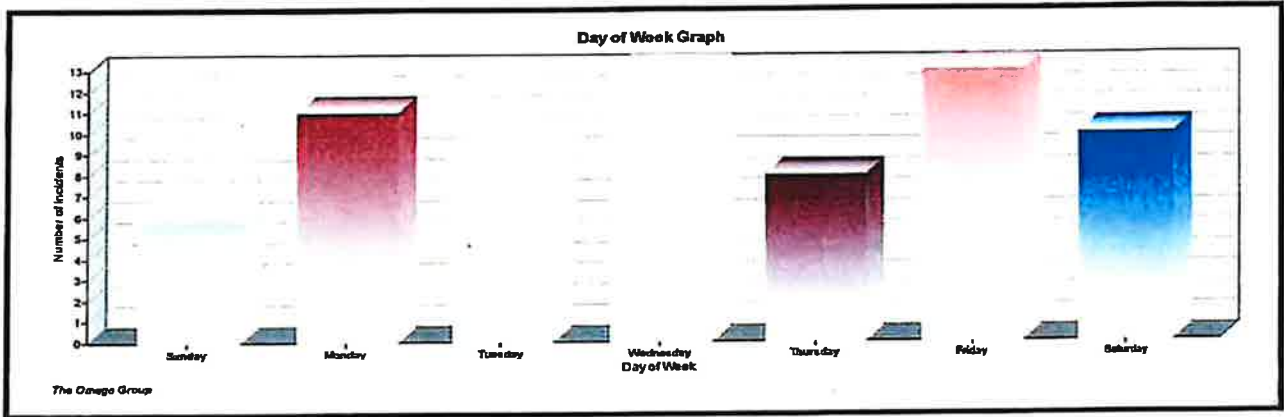
MAP: GRAND AVENUE



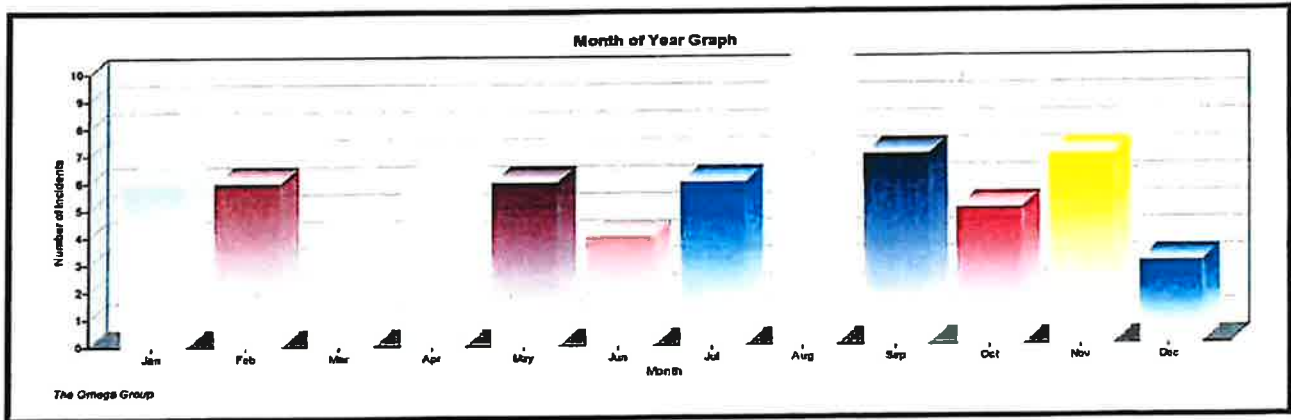
## TIME OF DAY



TRAFFIC COLLISION REPORT – FOR SELECTED AREAS  
 DAY OF WEEK



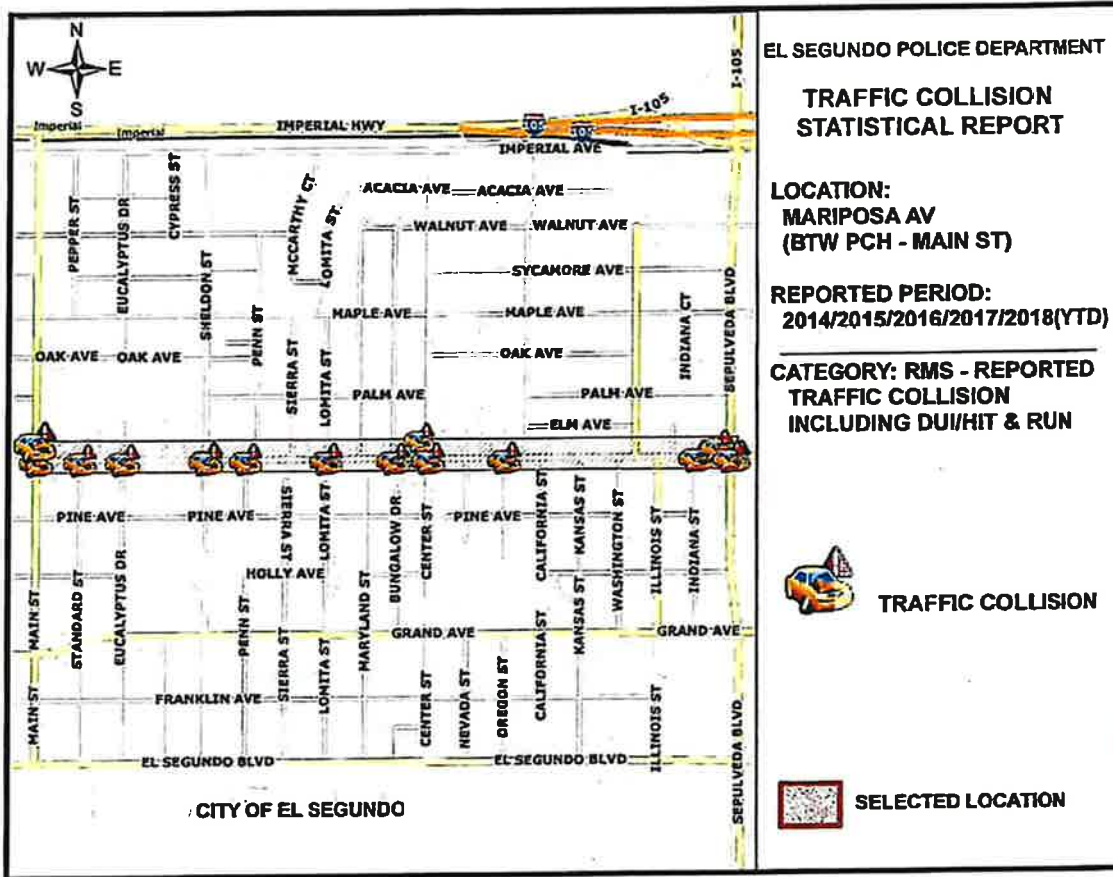
MONTH OF YEAR



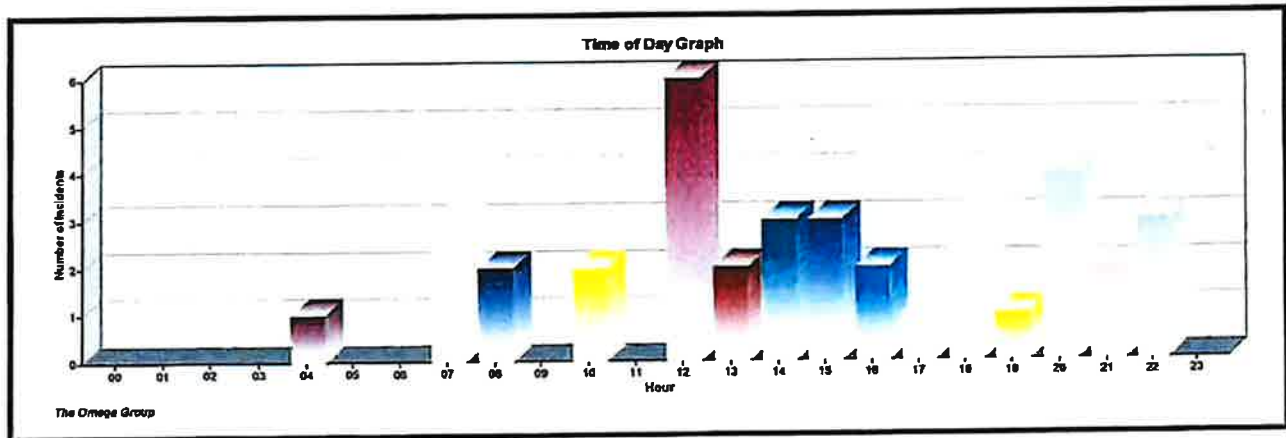
# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

MAP: **MARIPOSA AVENUE**

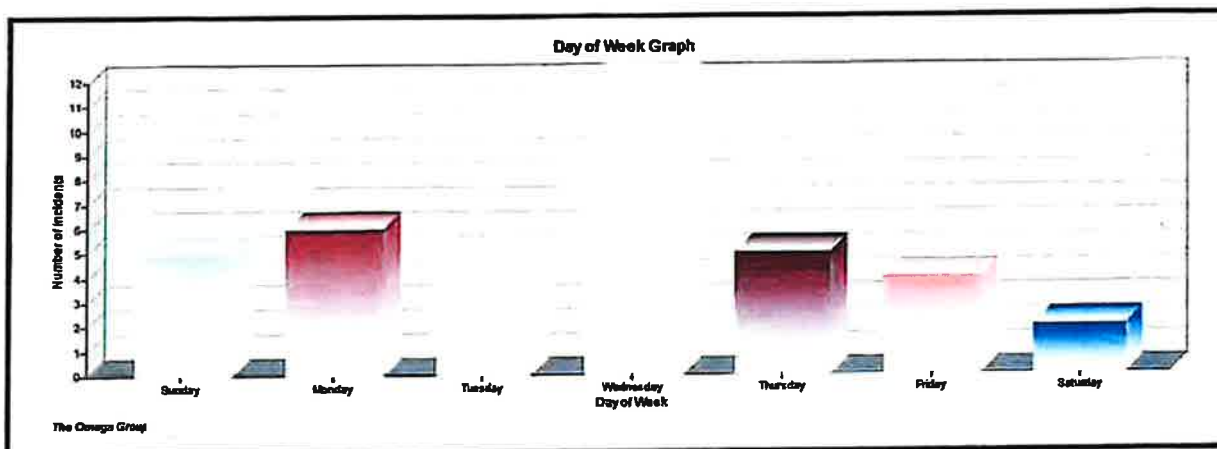


## TIME OF DAY

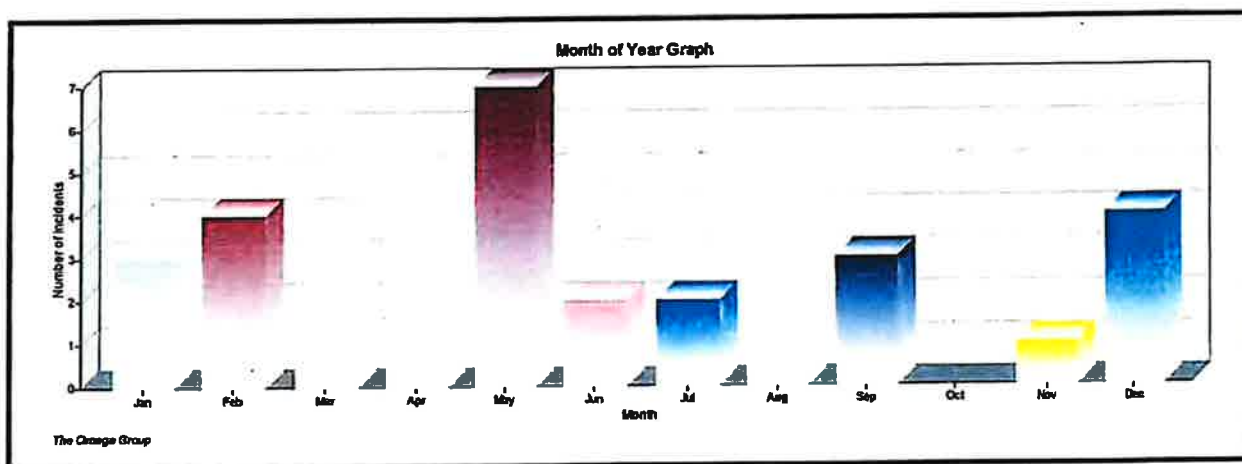


# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS DAY OF WEEK



## MONTH OF YEAR



DATA SOURCE: RMS – TRAFFIC COLLISION REPORTS

REPORTED PERIOD: 2014/2015/2016/2017/2018 YTD = 252 TRAFFIC COLLISIONS

RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0219	INDIANA ST/E MARIPOSA AV		01/22/2014	14:24:37	TC BICYCLE	TC BICYCLE INJURY	E209	30453
14-0379	E GRAND AV/SHELDON ST		02/06/2014	20:15:29	TC BICYCLE	TC BICYCLE INJURY	E113	30502
17-1370	W GRAND AV/MAIN ST		05/08/2017	16:43:16	TC BICYCLE	TC BICYCLE INJURY	E113	30467
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0467	MAIN ST/E MARIPOSA AV		02/15/2014	12:15:36	TC CITY PR	TC CITY PROPERTY	E108	30437
14-1222	348 MAIN ST		05/09/2014	12:43:56	TC CITY PR	TC CITY PROPERTY	E111	30495
14-1508	603 N SEPULVEDA BL		06/04/2014	16:17:30	TC CITY PR	TC CITY PROPERTY	E210	30453
14-1588	500 N SEPULVEDA BL		06/12/2014	21:55:04	TC CITY PR	TC CITY PROPERTY	E308	30463
14-1917	348 MAIN ST		07/18/2014	16:50:09	TC CITY PR	TC CITY PROPERTY	E111	30507

# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

14-2420	900-BLK MAIN ST		09/08/2014	09:19:23	TC CITY PR	TC CITY PROPERTY	E102	30495
14-2662	200-BLK E GRAND AV		10/02/2014	16:21:33	TC CITY PR	TC CITY PROPERTY	E113	30492
14-2698	1400-BLK E GRAND AV		10/06/2014	10:58:54	TC CITY PR	TC CITY PROPERTY	E212	30472
15-0254	400-BLK MAIN ST		01/30/2015	14:13:53	TC CITY PR	TC CITY PROPERTY	E108	30497
15-1726	1700-BLK E MARIPOSA AV		07/20/2015	12:52:01	TC CITY PR	TC CITY PROPERTY	E209	30495
15-2202	1800-BLK E GRAND AV		09/14/2015	05:58:09	TC CITY PR	TC CITY PROPERTY	E212	30495
16-0061	275 MAIN ST		01/08/2016	12:05:10	TC CITY PR	TC CITY PROPERTY	E112	30492
16-0323	348 MAIN ST		02/15/2016	10:16:57	TC CITY PR	TC CITY PROPERTY	E111	30495
16-0702	348 MAIN ST		04/11/2016	17:06:35	TC CITY PR	TC CITY PROPERTY	E111	30467
16-0730	500-BLK N SEPULVEDA BL		04/15/2016	16:04:30	TC CITY PR	TC CITY PROPERTY	E308	30492
16-1654	348 MAIN ST		08/15/2016	10:46:57	TC CITY PR	TC CITY PROPERTY	E111	30467
16-1695	1300-BLK E GRAND AV		08/19/2016	16:10:41	TC CITY PR	TC CITY PROPERTY	E212	30436
16-2700	1800-BLK E GRAND AV		12/08/2016	11:34:39	TC CITY PR	TC CITY PROPERTY	E212	30467
17-0108	300-BLK MAIN ST		12/19/2016	12:04:55	TC CITY PR	TC CITY PROPERTY	E111	30495
17-1737	348 MAIN ST		06/12/2017	01:19:23	TC CITY PR	TC CITY PROPERTY	E111	30514
17-2930	348 MAIN ST		09/28/2017	10:40:47	TC CITY PR	TC CITY PROPERTY	E111	30467
17-3350	130 E GRAND AV		11/06/2017	12:32:26	TC CITY PR	TC CITY PROPERTY	E113	MBPD
17-3436	310 E GRAND AV		11/03/2017	09:26:55	TC CITY PR	TC CITY PROPERTY	E113	MBPD
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
15-0236	N SEPULVEDA BL/E MARIPOSA AV		01/28/2015	20:57:54	TC FATAL	TC FATAL	E210	30492
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0014	E GRAND AV/N SEPULVEDA BL		01/03/2014	07:31:17	TC NON INJ	TC PROP DAMAGE	E212	30504
14-0066	310 E GRAND AV		01/08/2014	18:49:33	TC NON INJ	TC PROP DAMAGE	E113	30492
14-0200	E IMPERIAL AV/MAIN ST		01/21/2014	05:49:44	TC NON INJ	TC PROP DAMAGE	E102	30495
14-0382	1000-BLK E MARIPOSA AV		02/07/2014	07:41:04	TC NON INJ	TC PROP DAMAGE	E208	30495
14-0703	1400 E GRAND AV		03/10/2014	15:23:14	TC NON INJ	TC PROP DAMAGE	E212	30453
14-0913	500-BLK N SEPULVEDA BL		04/02/2014	08:03:22	TC NON INJ	TC PROP DAMAGE	E308	30453
14-1346	CENTER ST/E MARIPOSA AV		05/22/2014	15:11:29	TC NON INJ	TC PROP DAMAGE	E208	30497
14-1356	100 E GRAND AV		05/23/2014	13:28:19	TC NON INJ	TC PROP DAMAGE	E113	30472
14-1558	508 MAIN ST		06/10/2014	20:45:54	TC NON INJ	TC PROP DAMAGE	E108	30414
14-1660	919 MAIN ST		06/21/2014	16:18:39	TC NON INJ	TC PROP DAMAGE	E102	30497
14-1961	400 MAIN ST		07/22/2014	07:34:31	TC NON INJ	TC PROP DAMAGE	E108	30495
14-1997	E GRAND AV/LOMITA ST		07/26/2014	16:43:52	TC NON INJ	TC PROP DAMAGE	E211	30437
14-2034	BUNGALOW DR/E MARIPOSA AV		07/30/2014	13:17:54	TC NON INJ	TC PROP DAMAGE	E208	30497
14-2131	E MARIPOSA AV/N SEPULVEDA BL		08/09/2014	20:32:25	TC NON INJ	TC PROP DAMAGE	E210	30505
14-2632	300-BLK E MARIPOSA AV		09/29/2014	12:55:41	TC NON INJ	TC PROP DAMAGE	E109	30495
14-2770	243 MAIN ST		10/14/2014	13:34:41	TC NON INJ	TC PROP DAMAGE	E112	30492
14-3156	500 W GRAND AV		11/29/2014	07:33:48	TC NON INJ	TC PROP DAMAGE	E112	30453
14-3185	N SEPULVEDA BL/E MARIPOSA AV		12/03/2014	12:14:55	TC NON INJ	TC PROP DAMAGE	E210	30495
15-0035	500-BLK MAIN ST		01/05/2015	12:50:55	TC NON INJ	TC PROP DAMAGE	E108	30495
15-0039	400-BLK S SEPULVEDA BL		01/05/2015	18:17:43	TC NON INJ	TC PROP DAMAGE	E317	30492
15-0059	500-BLK MAIN ST		01/08/2015	17:16:18	TC NON INJ	TC PROP DAMAGE	E108	30492
15-0061	300 N SEPULVEDA BL		01/08/2015	17:31:31	TC NON INJ	TC PROP DAMAGE	E308	30505
15-0098	900-BLK MAIN ST		01/12/2015	19:42:40	TC NON INJ	TC PROP DAMAGE	E102	30492
15-0903	232 MAIN ST		04/16/2015	04:34:57	TC NON INJ	TC PROP DAMAGE	E113	30499
15-1284	348 MAIN ST		06/02/2015	09:55:24	TC NON INJ	TC PROP DAMAGE	E111	30467
15-1620	E GRAND AV/KANSAS ST		07/10/2015	21:50:14	TC NON INJ	TC PROP DAMAGE	E212	30464
15-1769	900 MAIN ST		07/25/2015	05:57:36	TC NON INJ	TC PROP DAMAGE	E102	30453

# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

15-1913	1900 E GRAND AV		08/10/2015	20:25:28	TC NON INJ	TC PROP DAMAGE	E311	30479
15-1918	E GRAND AV/LOMITA ST		08/11/2015	15:53:21	TC NON INJ	TC PROP DAMAGE	E211	30467
15-2001	400-BLK W MARIPOSA AV		08/20/2015	10:41:44	TC NON INJ	TC PROP DAMAGE	E107	30472
15-2009	300-BLK MAIN ST		08/21/2015	10:43:22	TC NON INJ	TC PROP DAMAGE	E111	30472
15-2030	348 MAIN ST		07/08/2015	13:29:57	TC NON INJ	TC PROP DAMAGE	E111	LAPD
15-2064	700-BLK MAIN ST		08/27/2015	12:32:35	TC NON INJ	TC PROP DAMAGE	E106	30472
15-2173	348 MAIN ST		09/10/2015	07:21:16	TC NON INJ	TC PROP DAMAGE	E111	30472
15-2199	300-BLK N SEPULVEDA BL		09/13/2015	17:06:30	TC NON INJ	TC PROP DAMAGE	E308	30469
15-2733	251 MAIN ST		11/20/2015	17:35:20	TC NON INJ	TC PROP DAMAGE	E112	30495
15-2748	E MARIPOSA AV/N SEPULVEDA BL		11/22/2015	21:48:52	TC NON INJ	TC PROP DAMAGE	E210	30453
15-2876	200-BLK MAIN ST		12/14/2015	07:52:02	TC NON INJ	TC PROP DAMAGE	E113	30448
16-0098	EUCALYPTUS DR/E MARIPOSA AV		01/14/2016	18:36:56	TC NON INJ	TC PROP DAMAGE	E109	30505
16-0469	500-BLK MAIN ST		03/07/2016	14:50:21	TC NON INJ	TC PROP DAMAGE	E108	30467
16-0553	E MARIPOSA AV/EUCALYPTUS DR		03/21/2016	12:05:41	TC NON INJ	TC PROP DAMAGE	E109	30510
16-0825	MAIN ST/W MAPLE AV		04/28/2016	17:44:24	TC NON INJ	TC PROP DAMAGE	E105	30467
16-1011	W HOLLY AV/MAIN ST		05/21/2016	13:12:55	TC NON INJ	TC PROP DAMAGE	E111	30445
16-1286	408 MAIN ST		06/24/2016	00:07:29	TC NON INJ	TC PROP DAMAGE	E108	30489
16-1642	600 N SEPULVEDA BL		08/12/2016	17:31:20	TC NON INJ	TC PROP DAMAGE	E305	30510
16-2305	E GRAND AV/SIERRA ST		10/22/2016	20:38:04	TC NON INJ	TC PROP DAMAGE	E211	30512
17-0468	630 N SEPULVEDA BL		02/12/2017	14:19:30	TC NON INJ	TC PROP DAMAGE	E305	30445
17-0677	100-BLK MAIN ST		03/04/2017	04:56:04	TC NON INJ	TC PROP DAMAGE	E113	30495
17-1239	600-BLK E MARIPOSA AV		04/24/2017	13:17:36	TC NON INJ	TC PROP DAMAGE	E208	30467
17-1552	E MARIPOSA AV/N SEPULVEDA BL		05/25/2017	19:45:01	TC NON INJ	TC PROP DAMAGE	E210	30480
17-2141	630 N SEPULVEDA BL		07/17/2017	09:39:41	TC NON INJ	TC PROP DAMAGE	E305	30467
17-2849	251 MAIN ST		09/20/2017	19:14:49	TC NON INJ	TC PROP DAMAGE	E112	30463
17-3629	600-BLK N SEPULVEDA BL		12/06/2017	15:14:34	TC NON INJ	TC PROP DAMAGE	E305	30519
18-0296	CENTER ST/E IMPERIAL AV		01/31/2018	02:02:12	TC NON INJ	TC PROP DAMAGE	E201	30522
18-0803	310 E GRAND AV		03/23/2018	11:21:37	TC NON INJ	TC PROP DAMAGE	E113	30520
18-1201	314 MAIN ST		05/03/2018	10:46:41	TC NON INJ	TC PROP DAMAGE	E111	30522
18-1271	1776 E GRAND AV		05/10/2018	15:46:47	TC NON INJ	TC PROP DAMAGE	E212	30459
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0188	E MARIPOSA AV/N SEPULVEDA BL		01/19/2014	22:37:00	TC PED INJ	TC PEDESTRIAN	E210	30504
14-1041	MAIN ST/E PINE AV		04/16/2014	12:58:02	TC PED INJ	TC PEDESTRIAN	E108	30497
14-1914	600-BLK N SEPULVEDA BL		07/18/2014	09:54:57	TC PED INJ	TC PEDESTRIAN	E305	30450
14-3221	INDIANA ST/E GRAND AV		12/08/2014	08:59:19	TC PED INJ	TC PEDESTRIAN	E212	30495
15-0174	E MARIPOSA AV/EUCALYPTUS DR		01/21/2015	13:33:03	TC PED INJ	TC PEDESTRIAN	E109	30492
15-1957	GRAND AV/LOMA VISTA ST		08/16/2015	10:42:29	TC PED INJ	TC PEDESTRIAN	E112	30469
15-2707	300-BLK MAIN ST		11/17/2015	15:55:55	TC PED INJ	TC PEDESTRIAN	E111	30472
16-0339	200-BLK E MARIPOSA AV		02/17/2016	07:45:51	TC PED INJ	TC PEDESTRIAN	E109	30472
16-0586	100-BLK W MARIPOSA AV		03/25/2016	20:23:23	TC PED INJ	TC PEDESTRIAN	E108	30492
16-2183	550 N SEPULVEDA BL		10/10/2016	08:26:19	TC PED INJ	TC PEDESTRIAN	E308	30467
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0053	1900 E GRAND AV		01/07/2014	14:11:14	TC W/INJ	TC W INJURY	E311	30497
14-0070	E MARIPOSA AV/N SEPULVEDA BL		01/09/2014	12:13:38	TC W/INJ	TC W INJURY	E210	30495
14-0518	MAIN ST/E PINE AV		02/21/2014	13:29:59	TC W/INJ	TC W INJURY	E108	30497
14-0577	E GRAND AV/MARYLAND ST		02/27/2014	23:42:34	TC W/INJ	TC W INJURY	E211	30499
14-1573	500 N SEPULVEDA BL		06/11/2014	18:25:52	TC W/INJ	TC W INJURY	E308	30495
14-2074	E MARIPOSA AV/N SEPULVEDA BL		08/03/2014	22:27:29	TC W/INJ	TC W INJURY	E210	30498

## EL SEGUNDO POLICE DEPARTMENT

### TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

14-2340	525 N SEPULVEDA BL	08/31/2014	09:10:07	TC W/INJ	TC W INJURY	E210	30453
14-2444	E GRAND AV/KANSAS ST	09/10/2014	17:59:19	TC W/INJ	TC W INJURY	E212	30492
14-2900	111 W MARIPOSA AV	10/29/2014	18:36:33	TC W/INJ	TC W INJURY	E107	30505
14-2939	EUCALYPTUS DR/E GRAND AV	11/03/2014	18:10:29	TC W/INJ	TC W INJURY	E113	30497
14-3007	E GRAND AV/N SEPULVEDA BL	11/12/2014	08:38:50	TC W/INJ	TC W INJURY	E212	30472
15-0272	1900 E MARIPOSA AV	02/01/2015	20:25:55	TC W/INJ	TC W INJURY	E308	30493
15-0330	200-BLK W IMPERIAL AV	02/09/2015	09:03:36	TC W/INJ	TC W INJURY	E101	30370
15-0820	INDIANA ST/E MARIPOSA AV	04/07/2015	08:30:06	TC W/INJ	TC W INJURY	E209	30497
15-1140	900-BLK MAIN ST	05/15/2015	19:48:55	TC W/INJ	TC W INJURY	E102	30493
15-1141	E MARIPOSA AV/N SEPULVEDA BL	05/15/2015	20:23:59	TC W/INJ	TC W INJURY	E210	30502
15-1374	900-BLK MAIN ST	06/11/2015	15:53:27	TC W/INJ	TC W INJURY	E102	30467
15-1455	500 N SEPULVEDA BL	06/21/2015	12:51:24	TC W/INJ	TC W INJURY	E308	30453
15-1522	400-BLK N SEPULVEDA BL	06/30/2015	21:41:12	TC W/INJ	TC W INJURY	E308	30508
15-1912	1900-BLK E GRAND AV	08/10/2015	20:25:28	TC W/INJ	TC W INJURY	E311	30414
15-1973	E GRAND AV/INDIANA ST	08/18/2015	09:07:49	TC W/INJ	TC W INJURY	E212	30467
15-1987	300-BLK S SEPULVEDA BL	08/19/2015	08:35:10	TC W/INJ	TC W INJURY	E317	30495
15-2069	300-BLK MAIN ST	08/27/2015	18:40:08	TC W/INJ	TC W INJURY	E111	30445
15-2236	100-BLK E MARIPOSA AV	09/18/2015	07:19:41	TC W/INJ	TC W INJURY	E108	30472
15-2339	W GRAND AV/VIRGINIA ST	10/02/2015	08:18:00	TC W/INJ	TC W INJURY	E107	30492
15-2697	300-BLK MAIN ST	11/15/2015	08:54:07	TC W/INJ	TC W INJURY	E111	30497
15-2827	E GRAND AV/KANSAS ST	12/08/2015	08:04:41	TC W/INJ	TC W INJURY	E212	30492
15-2885	MAIN ST/W MAPLE AV	12/15/2015	13:54:30	TC W/INJ	TC W INJURY	E105	30467
15-2938	723 W MARIPOSA AV	12/25/2015	14:26:14	TC W/INJ	TC W INJURY	E107	30498
16-0738	1800-BLK E MARIPOSA AV	04/16/2016	14:36:39	TC W/INJ	TC W INJURY	E210	30495
16-0846	400-BLK S SEPULVEDA BL	05/02/2016	15:17:00	TC W/INJ	TC W INJURY	E317	30467
16-0857	600-BLK MAIN ST	05/03/2016	10:02:32	TC W/INJ	TC W INJURY	E106	30511
16-0898	800-BLK MAIN ST	05/09/2016	17:37:37	TC W/INJ	TC W INJURY	E105	30467
16-1058	W GRAND AV/MAIN ST	05/27/2016	19:58:45	TC W/INJ	TC W INJURY	E113	30433
16-1152	E MARIPOSA AV/LOMITA ST	06/07/2016	17:44:33	TC W/INJ	TC W INJURY	E208	30467
16-1411	900-BLK MAIN ST	07/12/2016	00:28:59	TC W/INJ	TC W INJURY	E102	30511
16-1453	E IMPERIAL AV/MAIN ST	07/16/2016	22:27:56	TC W/INJ	TC W INJURY	E102	30491
16-1539	800-BLK MAIN ST	07/29/2016	15:29:31	TC W/INJ	TC W INJURY	E105	30472
16-1785	1300-BLK E MARIPOSA AV	08/29/2016	14:26:20	TC W/INJ	TC W INJURY	E209	30467
16-1828	MAIN ST/W OAK AV	09/02/2016	14:46:25	TC W/INJ	TC W INJURY	E106	30472
16-1905	E GRAND AV/SIERRA ST	09/10/2016	10:04:59	TC W/INJ	TC W INJURY	E211	30436
16-2461	525 N SEPULVEDA BL	11/11/2016	09:32:10	TC W/INJ	TC W INJURY	E210	30436
16-2917	1300-BLK E MARIPOSA AV	12/28/2016	10:05:14	TC W/INJ	TC W INJURY	E209	30467
17-0010	MAIN ST/W OAK AV	01/02/2017	17:53:51	TC W/INJ	TC W INJURY	E106	30472
17-0033	E MAPLE AV/MAIN ST	01/05/2017	08:09:04	TC W/INJ	TC W INJURY	E105	30472
17-0392	800-BLK MAIN ST	02/05/2017	16:41:21	TC W/INJ	TC W INJURY	E105	30464
17-0411	E IMPERIAL AV/MAIN ST	02/07/2017	19:25:47	TC W/INJ	TC W INJURY	E102	30489
17-0616	CENTER ST/E GRAND AV	02/25/2017	19:59:39	TC W/INJ	TC W INJURY	E211	30513
17-1149	N SEPULVEDA BL/E GRAND AV	04/15/2017	19:32:41	TC W/INJ	TC W INJURY	E212	30513
17-1540	MAIN ST/W GRAND AV	05/24/2017	23:35:24	TC W/INJ	TC W INJURY	E113	30512
17-2072	300-BLK N SEPULVEDA BL	07/12/2017	06:43:51	TC W/INJ	TC W INJURY	E308	30467
17-2526	E GRAND AV/WASHINGTON ST	08/21/2017	16:35:45	TC W/INJ	TC W INJURY	E212	30467
17-2572	E GRAND AV/SHELDON ST	08/26/2017	11:24:27	TC W/INJ	TC W INJURY	E113	30516
17-3418	E GRAND AV/STANDARD ST	11/14/2017	10:35:31	TC W/INJ	TC W INJURY	E113	30467



# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

17-3419	W EL SEGUNDO BL/MAIN ST		11/14/2017	11:10:48	TC W/INJ	TC W INJURY	E113	30467
17-3620	1900-BLK E GRAND AV		12/05/2017	18:04:34	TC W/INJ	TC W INJURY	E311	30467
18-0086	311 MAIN ST		01/09/2018	14:23:21	TC W/INJ	TC W INJURY	E108	30467
18-0305	600-BLK GRAND AV		01/31/2018	17:43:46	TC W/INJ	TC W INJURY	E112	30445
18-0345	800-BLK MAIN ST		02/02/2018	12:06:56	TC W/INJ	TC W INJURY	E105	30489
18-0369	E GRAND AV/N SEPULVEDA BL		02/05/2018	15:21:31	TC W/INJ	TC W INJURY	E212	30467
18-0406	1900-BLK E GRAND AV		02/08/2018	17:29:50	TC W/INJ	TC W INJURY	E311	30463
18-0468	E MARIPOSA AV/N SEPULVEDA BL		02/14/2018	16:30:41	TC W/INJ	TC W INJURY	E210	30466
18-0683	700-BLK W MARIPOSA AV		03/10/2018	19:11:28	TC W/INJ	TC W INJURY	E107	30493
18-1199	W MARIPOSA AV/VIRGINIA ST		05/03/2018	09:15:02	TC W/INJ	TC W INJURY	E107	30469
18-1532	1000-BLK MAIN ST		06/10/2018	18:18:12	TC W/INJ	TC W INJURY	E102	30524
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-0054	500 N SEPULVEDA BL		01/07/2014	14:10:20	20002(A)VC	HIT & RUN TC	E308	30497
14-0543	W GRAND AV/RICHMOND ST		02/23/2014	18:23:48	20002VC	HIT & RUN TC	E107	30504
14-0768	N SEPULVEDA BL/E GRAND AV		03/16/2014	19:44:05	20002VC	HIT & RUN TC	E212	30493
14-0927	632 W MARIPOSA AV		04/04/2014	07:10:02	20002(A)VC	HIT & RUN TC	E107	30472
14-1095	639 N SEPULVEDA BL		04/22/2014	07:27:06	20002VC	HIT & RUN TC	E210	30453
14-1448	200-BLK E MARIPOSA AV		05/28/2014	14:28:29	20002(A)VC	HIT & RUN TC	E109	30392
14-1522	640 MAIN ST		06/06/2014	16:19:33	20002VC	HIT & RUN TC	E106	30472
14-1812	400-BLK MAIN ST		07/08/2014	15:31:05	20002VC	HIT & RUN TC	E108	30495
14-2572	E MARIPOSA AV/N SEPULVEDA BL		09/10/2014	07:19:58	20002VC	HIT & RUN TC	E210	30495
14-2651	E PINE AV/MAIN ST		10/01/2014	14:49:05	20002VC	HIT & RUN TC	E108	30495
15-0134	400-BLK E GRAND AV		01/16/2015	12:32:40	20002VC	HIT & RUN TC	E113	30453
15-0209	525 N SEPULVEDA BL		01/25/2015	20:58:01	20002VC	HIT & RUN TC	E210	COPLOG
15-0253	500-BLK N SEPULVEDA BL		01/30/2015	13:33:55	20001(A)VC	HIT & RUN TC	E308	30497
15-0575	935 MAIN ST		03/09/2015	18:00:00	20002VC	HIT & RUN TC	E102	30469
15-0743	1309 E GRAND AV #D		03/30/2015	00:13:04	20002(A)VC	HIT & RUN TC	E209	30498
15-0921	200-BLK E GRAND AV		04/19/2015	07:19:06	20002(A)VC	HIT & RUN TC	E113	30445
15-0994	603 N SEPULVEDA BL		04/27/2015	18:22:44	20002(A)VC	HIT & RUN TC	E210	30463
15-1001	400-BLK E GRAND AV		04/28/2015	22:06:32	20002VC	HIT & RUN TC	E113	30499
15-1013	E GRAND AV/N SEPULVEDA BL		04/30/2015	13:57:05	20002(A)VC	HIT & RUN TC	E212	30497
15-1213	CONCORD ST/W GRAND AV		05/23/2015	10:46:25	20002(A)VC	HIT & RUN TC	E107	30437
15-1451	550-BLK S SEPULVEDA BL		06/20/2015	17:38:28	20002VC	HIT & RUN TC	E317	OTHER
15-1475	1776 E GRAND AV		06/24/2015	07:02:30	20002VC	HIT & RUN TC	E212	30825
15-1528	310 E GRAND AV		07/01/2015	17:28:37	20002VC	HIT & RUN TC	E113	30492
15-1707	MAIN ST/W PALM AV		07/18/2015	14:48:56	20002VC	HIT & RUN TC	E106	30870
15-1819	200-BLK MAIN ST		07/30/2015	16:46:09	20002VC	HIT & RUN TC	E113	30492
15-1886	E MARIPOSA AV/N SEPULVEDA BL		08/07/2015	21:14:26	20002VC	HIT & RUN TC	E210	30508
15-1910	400-BLK E GRAND AV		08/10/2015	14:23:44	20002VC	HIT & RUN TC	E113	30495
15-2017	E GRAND AV/KANSAS ST		08/22/2015	13:04:33	20001B1VC	HIT & RUN TC	E212	30502
15-2065	309 N SEPULVEDA BL		08/27/2015	12:56:07	20002VC	HIT & RUN TC	E210	30492
15-2115	300-BLK N SEPULVEDA BL		09/02/2015	14:57:17	20002VC	HIT & RUN TC	E308	30467
15-2249	200-BLK W GRAND AV		09/20/2015	03:48:01	20002(A)VC	HIT & RUN TC	E112	30493
15-2302	CENTER ST/E GRAND AV		09/26/2015	18:26:23	20001(A)VC	HIT & RUN TC	E211	30499
15-2440	630 N SEPULVEDA BL		10/13/2015	15:39:28	20002VC	HIT & RUN TC	E305	30495
15-2552	406 E GRAND AV		10/29/2015	06:32:47	20002VC	HIT & RUN TC	E113	30825
15-2702	500 N SEPULVEDA BL		11/16/2015	12:55:59	20002VC	HIT & RUN TC	E308	30495
15-2722	348 MAIN ST		11/19/2015	15:19:36	20002VC	HIT & RUN TC	E111	30495

## EL SEGUNDO POLICE DEPARTMENT

### TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

16-0425	E GRAND AV/N SEPULVEDA BL		03/01/2016	20:48:10	20002(A)VC	HIT & RUN TC	E212	30510
16-0533	951 MAIN ST		03/19/2016	09:27:20	20002VC	HIT & RUN TC	E102	30451
16-0583	630 N SEPULVEDA BL		03/25/2016	15:04:50	20002VC	HIT & RUN TC	E305	30492
16-0588	LOMITA ST/E MARIPOSA AV		03/25/2016	21:32:11	20002(A)VC	HIT & RUN TC	E208	30498
16-0761	300-BLK N SEPULVEDA BL		04/20/2016	15:47:05	20002VC	HIT & RUN TC	E308	30492
16-0918	E IMPERIAL AV/MAIN ST		05/11/2016	22:37:02	20002VC	HIT & RUN TC	E102	30466
16-1129	E MARIPOSA AV/N SEPULVEDA BL		06/04/2016	16:32:08	20002VC	HIT & RUN TC	E210	30870
16-1368	100 W IMPERIAL AV		07/05/2016	14:26:24	20002VC	HIT & RUN TC	E102	30510
16-1428	100 W IMPERIAL AV		07/13/2016	22:20:24	20002VC	HIT & RUN TC	E102	30511
16-1452	600 N SEPULVEDA BL		07/16/2016	19:52:46	20002VC	HIT & RUN TC	E305	30499
16-1480	E MARIPOSA AV/N SEPULVEDA BL		07/21/2016	18:35:02	20002(A)VC	HIT & RUN TC	E210	30489
16-1600	640 MAIN ST		08/08/2016	19:17:41	20002VC	HIT & RUN TC	E106	30514
16-1878	500 N SEPULVEDA BL		09/07/2016	18:51:49	20002(A)VC	HIT & RUN TC	E308	30475
16-2123	310 E GRAND AV		10/03/2016	12:01:09	20002VC	HIT & RUN TC	E113	30467
16-2327	500-BLK MAIN ST		10/26/2016	06:18:05	20002VC	HIT & RUN TC	E108	COPLOG
16-2463	800-BLK E GRAND AV		11/11/2016	13:19:10	20002VC	HIT & RUN TC	E211	30436
16-2475	143 MAIN ST		11/12/2016	18:48:13	20002VC	HIT & RUN TC	E112	30491
16-2523	500-BLK N SEPULVEDA BL		11/19/2016	10:44:47	20002VC	HIT & RUN TC	E308	30512
17-0029	310 E GRAND AV		01/04/2017	21:39:02	20002VC	HIT & RUN TC	E113	30475
17-0142	400-BLK MAIN ST		01/14/2017	18:48:21	20001B1VC	HIT & RUN TC	E108	30512
17-0704	630 N SEPULVEDA BL		03/06/2017	15:50:37	20002(A)VC	HIT & RUN TC	E305	30484
17-1182	434 MAIN ST		04/19/2017	07:23:20	20002VC	HIT & RUN TC	E108	30472
17-1192	W GRAND AV/MAIN ST		04/20/2017	09:36:27	20001(A)VC	HIT & RUN TC	E113	30467
17-1303	321 MAIN ST		05/01/2017	15:14:47	20002(A)VC	HIT & RUN TC	E108	30467
17-1428	600 N SEPULVEDA BL		05/15/2017	15:55:50	20002(A)VC	HIT & RUN TC	E305	301017
17-1547	600-BLK N SEPULVEDA BL		05/25/2017	12:22:11	20002(A)VC	HIT & RUN TC	E305	30467
17-2312	601 N SEPULVEDA BL		08/02/2017	09:45:11	20002(A)VC	HIT & RUN TC	E210	30467
17-2783	500 N SEPULVEDA BL		09/14/2017	08:35:38	20002VC	HIT & RUN TC	E308	30445
17-3136	600 N SEPULVEDA BL		10/18/2017	14:32:43	20002(A)VC	HIT & RUN TC	E305	30467
17-3296	N SEPULVEDA BL/E GRAND AV		11/02/2017	15:43:04	20002VC	HIT & RUN TC	E212	30512
17-3471	E IMPERIAL AV/MAIN ST		11/21/2017	07:45:09	20002(A)VC	HIT & RUN TC	E102	30459
18-0024	1900-BLK E MARIPOSA AV		01/03/2018	15:06:21	20002VC	HIT & RUN TC	E308	30467
18-0241	348 MAIN ST		01/23/2018	20:27:26	20001(A)VC	HIT & RUN TC	E111	30463
18-0552	120 E GRAND AV		02/23/2018	14:03:30	20002VC	HIT & RUN TC	E113	30523
18-0625	MAIN ST/E IMPERIAL AV		03/03/2018	11:50:54	20001(A)VC	HIT & RUN TC	E102	30514
18-0702	500 N SEPULVEDA BL		03/12/2018	13:22:55	20001(A)VC	HIT & RUN TC	E308	30467
18-0808	200-BLK W MARIPOSA AV		03/23/2018	16:13:24	20002(A)VC	HIT & RUN TC	E107	30494
18-0977	331 N SEPULVEDA BL		04/09/2018	15:31:44	20002VC	HIT & RUN TC	E210	30459
18-1227	348 MAIN ST		05/05/2018	18:21:47	20002VC	HIT & RUN TC	E111	30437
RPT No	LOCATION	#	DATE	TIME	OFFENSE	DESCRIPTION	RD	OFCR
14-1643	100 E GRAND AV		06/19/2014	21:34:12	23152(A)VC	DUI TC	E113	30492
14-2078	1337 E GRAND AV	1	08/04/2014	16:29:59	23152(A)VC	DUI TC	E209	30970
14-2377	LOMA VISTA ST/W MARIPOSA AV	2	09/03/2014	22:48:50	23152(A)VC	DUI TC	E107	30489
14-2606	W MARIPOSA AV/VIRGINIA ST	3	09/26/2014	14:26:24	23152(A)VC	DUI TC	E107	30453
14-2746	331 N SEPULVEDA BL	4	10/11/2014	23:09:02	23152(A)VC	DUI TC	E210	30502
15-1759	W EL SEGUNDO BL/MAIN ST		07/23/2015	21:18:18	23152(A)VC	DUI TC	E113	30448
15-2490	1700 E MARIPOSA AV		10/20/2015	01:14:18	23152(A)VC	DUI TC	E209	30509
15-2787	CALIFORNIA ST/E GRAND AV		11/30/2015	14:43:21	23152(A)VC	DUI TC	E212	30467

# EL SEGUNDO POLICE DEPARTMENT

## TRAFFIC COLLISION REPORT – FOR SELECTED AREAS

16-0226	W EL SEGUNDO BL/MAIN ST	01/31/2016	17:41:05	23152(A)VC	DUI TC	E113	30464
16-0461	600-BLK E EL SEGUNDO BL	03/06/2016	00:35:02	23152(A)VC	DUI TC	E115	30493
16-0587	E MARIPOSA AV/SHELDON ST	03/25/2016	20:50:00	23153(A)VC	DUI TC	E109	30497
16-0689	E MARIPOSA AV/N SEPULVEDA BL	04/10/2016	01:29:03	23153(A)VC	DUI TC	E210	30502
16-1349	505 MAIN ST	07/01/2016	20:27:17	23152(A)VC	DUI TC	E108	30495
16-2517	400 N SEPULVEDA BL	11/19/2016	02:48:51	23152(A)VC	DUI TC	E308	30510
16-2849	E GRAND AV/STANDARD ST	12/21/2016	19:08:54	23152(A)VC	DUI TC	E113	30489
17-0116	E IMPERIAL AV/MAIN ST	01/13/2017	00:34:46	23152(A)VC	DUI TC	E102	30512
17-1001	E GRAND AV/LOMITA ST	1 04/02/2017	17:04:16	23152(A)VC	DUI TC	E211	30464
17-2349	700-BLK MAIN ST	2 08/04/2017	22:39:27	23152(A)VC	DUI TC	E106	30516