Scott Miller
Chair

Neel Patel
Vice Chair

Mark Jones
Commissioner

Mike Caputo
Commissioner

City of Laguna Hills
Traffic Commission

Regular Meeting Agenda
Wednesday, May 20, 2026 - 6:00 PM

City Council Chamber
24035 El Toro Road
Laguna Hills, CA 92653

Any person wishing to address the Traffic Commission on any matter, whether or not it appears on this Agenda, is asked to complete a "Request to Speak" form available on the table at the back of the Chamber. The completed form is to be submitted to the Recording Secretary prior to an individual being heard by the Traffic Commission. Completion of the form is voluntary. All persons may attend the meeting regardless of whether this form is completed.

Members of the public wishing to address the Traffic Commission can do so during the Public Comments portion of the Agenda with a time limitation of three minutes per person, as determined by the Chair, for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the Commission on an item not listed on the Agenda, the Traffic Commission is prohibited by law from discussing or taking any action on that item.

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Pledge of Allegiance

Roll Call of Commissioner Members

1. Public Comment

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission. Public Comments are limited to three minutes per person as determined by the Chair.

2. Minutes Approval

2.1 Approval of Minutes for April 30, 2026, Special Meeting

Recommendation: That the Traffic Commission approve the April 30, 2026, Special Meeting minutes.

3. Presentations

4. Administrative Reports

4.1 E-Bike Safety Education

Recommendation: That the Traffic Commission: 1. Discuss e-bike safety educational opportunities and recommend options for implementation; and 2. Recommend that the City Engineer return to City Council with a report on the Commission's findings.

4.2 Multi-Way Stop Control Warrants Analysis for Intersections of Aliso Hills Drive and El Segundo Street, and Aliso Hills Drive and La Cienega Street

Recommendation: That the Traffic Commission discuss and provide a recommendation to City staff.

5. Informational Items

5.1 Sheriff's Department Verbal Report

5.2 City Engineer's Verbal Report

6. Commissioner Comments

Adjournment

The next Regular Meeting of the Traffic Commission will be July 15, 2026, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, JOE AMES, P.E., T.E., Assistant City Manager of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and Knotty Pine Park by May 15, 2026, at 5:00p.m.

Joe Ames, P.E., T.E, Assistant City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the Public Works Director/City Engineer at (949) 707-2651. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure access.

Materials related to an item on this Agenda submitted to the Commission after distribution of the Agenda packet are available for public inspection in the Public Services Department at 24035 El Toro Road, Laguna Hills, California, during normal business hours.

LAGUNA HILLS MINUTES

Traffic Commission Special Meeting

April 30, 2026

A Special Meeting of the Traffic Commission of the City of Laguna Hills, California, was called to order by Chair Scott Miller at 5:30 p.m., on April 30, 2026, at City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

Call to Order
Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Pledge of Allegiance: Vice Chair Neel Patel

Roll Call of Commission Members

Present:	Scott Miller, Chair Neel Patel, Vice Chair Michael Caputo, Commissioner Mark Jones, Commissioner Mark Schaff, Commissioner
Absent:	None

1. Public Comment

This is the time to address the Traffic Commission on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Commission. Public Comments are limited to three minutes per person as determined by the Chair.

There were no public comments on non-agendized items.

2. Presentations

There were no presentations or proclamations.

3. Administrative Reports

3.1 Review of Laguna Hills Citywide Safety Action Plan

The Traffic Commission received a presentation from KOA Lochner Company.

3.2 Strategic Planning Workshop to Discuss a Comprehensive Approach to Traffic Related Concerns

Chair Miller introduced the item and left the meeting at 7:16 p.m.

Motion made by Vice Chair Patel, seconded by Commissioner Caputo, to approve as outlined below:

1. The Traffic Commission directed staff to review the following items at the May 20, 2026, Traffic Commission meeting:

    a. Compass Data Collection program;
    b. Literature review of the acceptable prevailing speed threshold for residential streets identified in the existing Laguna Hills Residential Streets Traffic Management Policy, No. 350;
    c. Individual Commissioner edits of Policy No. 350.

On roll call, said motion carried by the following vote:

AYES:	Miller, Patel, Caputo, Jones,
NOES:	None
ABSTAIN:	Schaff

Commissioner Schaff left the meeting at 8:22 p.m.

4. Commissioner Comments

Commissioner Patel requested another Special Meeting to review parking management.

Adjournment

There being no further business to come before the Traffic Commission at this session, Vice Chair Patel declared the meeting adjourned at 8:33 p.m.

The next Regular Meeting of the Traffic Commission will be May 20, 2026, at 6:00 p.m. in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

_____
Julie Comella, Commission Secretary

ATTEST:

_____
Scott Miller, Chair
Approved at meeting of May 20, 2026.

City of Laguna Hills
Traffic Commission
Staff Report

Date: May 20, 2026
To: Traffic Commissioners
From: Joe Ames, Assistant City Manager
Issue: E-Bike Safety Education

Recommendation: That the Traffic Commission: 1. Discuss e-bike safety educational opportunities and recommend options for implementation; and 2. Recommend that the City Engineer return to City Council with a report on the Commission's findings.

Background:

At the May 12, 2026, Traffic Commission meeting, during Council Member Comments, Mayor Pro Tem Mathis requested that the Traffic Commission provide recommendations concerning e-bike safety education in the community in response to recent e-bike accidents reported in the news occurring in neighboring cities. City staff recommends that the Traffic Commission discuss e-bike safety educational opportunities and recommend options for implementation, considering the City's specific needs, resources, and partnership opportunities.

At the January 15, 2025, Traffic Commission meeting, the Traffic Commission recommended that "the City Council adopt a Regulated Mobility Device Ordinance and that the City Council adopt a companion education and enforcement plan." Discussion of an ordinance occurred at the January 28, 2025, City Council meeting. Subsequently, because there were significant efforts being taken by State Assemblymembers and State Senators to propose and pass State-wide e-bike regulations, it was desired to monitor those legislative efforts. Several proposed bills are still making their way through the legislative process in Sacramento and, as has been recently reported, both the California Attorney General and the Orange County District Attorney's office are working to enforce current e-bike laws.

In the meantime, to address the need for e-bike education, through community events, social media campaigns, informational pamphlets, and partnerships with local schools, Laguna Hills Police Services has continued promoting safe and responsible e-bike use in the community. For example, Laguna Hills Police Services created an educational e-bike pamphlet which several surrounding cities have since used as a model for their own educational materials and has held informational sessions at Laguna Hills High School. In addition, at the City's upcoming Laguna Hills National Night Out event on July 23, 2026, Police Services will conduct an e-bike safety education and community awareness component.

Attachments:
None

City of Laguna Hills
Traffic Commission
Staff Report

Date:	May 20, 2026
To:	Chair and Commission Members
From:	Joe Ames, Assistant City Manager/City Engineer
Issue:	Multi-Way Stop Control Warrants Analysis for Intersections of Aliso Hills Drive and El Segundo Street, and Aliso Hills Drive and La Cienega Street

Recommendation: That the Traffic Commission discuss and provide a recommendation to City staff.

Background:

At the September 17, 2025, Traffic Commission Regular Meeting, City staff presented the results of a traffic engineering analysis in response to a request from a resident of the community to evaluate the need for all-way stop controls at the intersections of Aliso Hills Drive and El Segundo Street and Aliso Hills Drive and La Cienga Street to facilitate pedestrian crossings along Aliso Hills Drive. The resident specifically indicated that speed, vehicular traffic volume, and the lengthy distance to the nearest crosswalks at Alicia Parkway (bottom of hill) and at Alameda Avenue (top of hill) in front of Mendocino Park contribute to the need for all-way stop sign controls mid-block and/or crosswalks. Aliso Hills Drive is posted at 35 MPH.

Hartzog and Crabill, Inc. (HCI), the City's traffic engineering consultant, performed an all-way stop control and crosswalk warrant analysis. Hartzog & Crabill found that:

- Only 1 non-correctible collision occurred at each intersection in a 5-year period.
- Vehicular traffic volumes did not come close to being satisfied for either intersection.
- Pedestrian volumes observed were low (11 pedestrian crossings at El Segundo and 7 pedestrian crossing at La Cienega).

- Visibility for approaching drivers on Aliso Hills Drive to see a pedestrian crossing at El Segundo Drive is sufficient.
- Visibility for approaching drivers on Aliso Hills Drive to see a pedestrian crossing at La Cienega Street is not sufficient due to roadway curvature.

Based on this summarized data, Hartzog & Crabill did not recommend all-way stop control at either intersection; however, Hartzog & Crabill recommended installation of a high-visibility marked crosswalk at Aliso Hills and El Segundo Drive. The high-visibility marked crosswalk would include:

• Install a white, high-visibility marked crosswalk with ladder style bars across the west leg of Aliso Hills Drive to channelize pedestrian crossings at/near this intersection (including pedestrians that typically cross at nearby La Cienega).
• Install a new ADA pedestrian curb ramp on the south-side of Aliso Hills Drive.
• Install applicable PED XING fluorescent-yellow warning signs (Wll-2 symbol sign with arrow diagonally pointing down) posted at the newly marked crosswalk.
• On each approach in advance of the newly marked crosswalk, install PED XING AHEAD posted signs and pavement markings.
• Lastly, the new high-visibility marked crosswalk is recommended to be supplemented by a Rectangular Rapid Flashing Beacons (RRFB) system to increase pedestrian crossing awareness for drivers approaching the intersection.

Further, Hartzog & Crabill did not recommend installation of a marked crosswalk at Aliso Hills Drive and La Cienega Street due to the roadway curvature, and suggested that a Side Road W2-2 warning sign be installed and signage prohibiting pedestrian crossing be installed to encourage pedestrians to cross at El Segundo where visibility is better.

Last September 2025, Hartzog & Crabill estimated the cost for engineering design, construction administration, and installation of the new high-visibility marked crosswalk, curb ramp, applicable roadway warning signage and markings, and RRFB system at the intersection of Aliso Hills Drive and El Segundo Street at $35,000.00.

The Traffic Commission requested that City staff return to the Traffic Commission with lower cost alternatives.

In response, Hartzog & Crabill could only identify the use of additional advance pedestrian crossing warning signage in lieu of the RRFB system, and the addition of painted white edgelines along both sides of Aliso Hills Drive from Sierra Bonita to east of

El Segundo Street (the latter item is recommended as an incremental improvement to narrow the travel lanes, attempting to slow down drivers and lower overall vehicular speeds). A sample installation diagram is attached.

Unfortunately, Hartzog & Crabill estimates these changes result in no net change in the installation cost because the cost of edgeline striping Aliso Hills Drive is similar to cost of installing a RRFB system.

The City Engineer also re-reviewed the proposed ADA curb ramp improvements at Aliso Hills Drive and El Segundo and found that the existing curb ramps on the north side of the intersection do not have truncated domes. Based upon recent curb ramp construction quotes, upgrading two existing ramps and installing one new ramp might cost as much as $30,000, plus the cost of the RRFB system and/or striping. Therefore, the revised cost estimate for either improvement is closer to $50,000.

Attachments:

1. September 17, 2025 Agenda Report with Resident Request
2. Revised diagram showing edgeline striping on Aliso Hills Drive

City of Laguna Hills
Traffic Commission
Staff Report

Date: September 17, 2025
To: Traffic Commissioners
From: Joe Ames, Interim City Manager
Issue: Aliso Hills Drive at La Cienega and Aliso Hills Drive at El Segundo Street Sight Distance and Multi-Way Stop Control Evaluation

Recommendation: That the Traffic Commission recommend the installation of a high-visibility marked crosswalk at Aliso Hills and El Segundo Drive and installation of signage at Aliso Hills and La Cienega prohibiting pedestrian crossings.

Background:

Staff received a request from a resident of the community to evaluate the need for all-way stop controls at the intersections of Aliso Hills Drive and El Segundo Street and Aliso Hills Drive and La Cienga Street to facilitate pedestrian crossings along Aliso Hills Drive. The resident specifically indicated that speed, vehicular traffic volume, and the lengthy distance to the nearest crosswalks at Alicia Parkway (bottom of hill) and at Alameda Avenue (top of hill) in front of Mendocino Park contribute to the need for all-way stop sign controls mid-block and/or crosswalks. Aliso Hills Drive is posted at 35 MPH.

Upon receiving the request, City staff contacted Hartzog and Crabill, Inc. (HCI), the City's traffic engineering consultant, to perform an all-way stop control and crosswalk warrant analysis.

As the Traffic Commission is aware, the California Manual of Uniform Traffic Control Devices provides guidelines (warrants) which should be met prior to installation of all-way stop control.

As a general rule, all-way stop control is used where the volume of traffic on the

intersecting roads is approximately equal.

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

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:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour;
but
3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:
A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and

is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

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

In the attached report, HCI found that:

- Only 1 non-correctible collision occurred at each intersection in a 5-year period.
- Vehicular traffic volumes did not come close to being satisfied for either intersection.
- Pedestrian volumes observed were low.
- Visibility for approaching drivers on Aliso Hills Drive to see a pedestrian crossing at El Segundo Drive is sufficient.
- Visibility for approaching drivers on Aliso Hills Drive to see a pedestrian crossing at La Cienega Street is not sufficient due to roadway curvature.

Based on this summarized data, HCI does not recommend all-way stop control at either intersection; however, does recommend installation of a high-visibility marked crosswalk at Aliso Hills and El Segundo Drive. The high-visibility marked crosswalk would include:

- Install a white, high-visibility marked crosswalk with ladder style bars across the west leg of Aliso Hills Drive to channelize pedestrian crossings at/near this intersection (including pedestrians that typically cross at nearby La Cienega).
- Install a new ADA pedestrian curb ramp on the south-side of Aliso Hills Drive.
- Install applicable PED XING fluorescent-yellow warning signs (Wll-2 symbol sign with arrow diagonally pointing down) posted at the newly marked crosswalk.
- On each approach in advance of the newly marked crosswalk, install PED XING AHEAD posted signs and pavement markings.
- Lastly, the new high-visibility marked crosswalk is recommended to be supplemented by a Rectangular Rapid Flashing Beacons (RRFB) system to increase pedestrian crossing awareness for drivers approaching the intersection.

Further, Hartzog & Crabill does not recommend installation of a marked crosswalk at Aliso Hills Drive and La Cienega Street due to the roadway curvature, and suggested that a Side Road W2-2 warning sign be installed and signage prohibiting pedestrian crossing be installed to encourage pedestrians to cross at El Segundo where visibility is better.

Fiscal Impact:

The cost for engineering design, construction administration, and installation of the new high-visibility marked crosswalk, curb ramp, applicable roadway warning signage and markings, and RRFB system at the intersection of Aliso Hills Drive and El Segundo Street is estimated at $35,000.00.

Attachments:

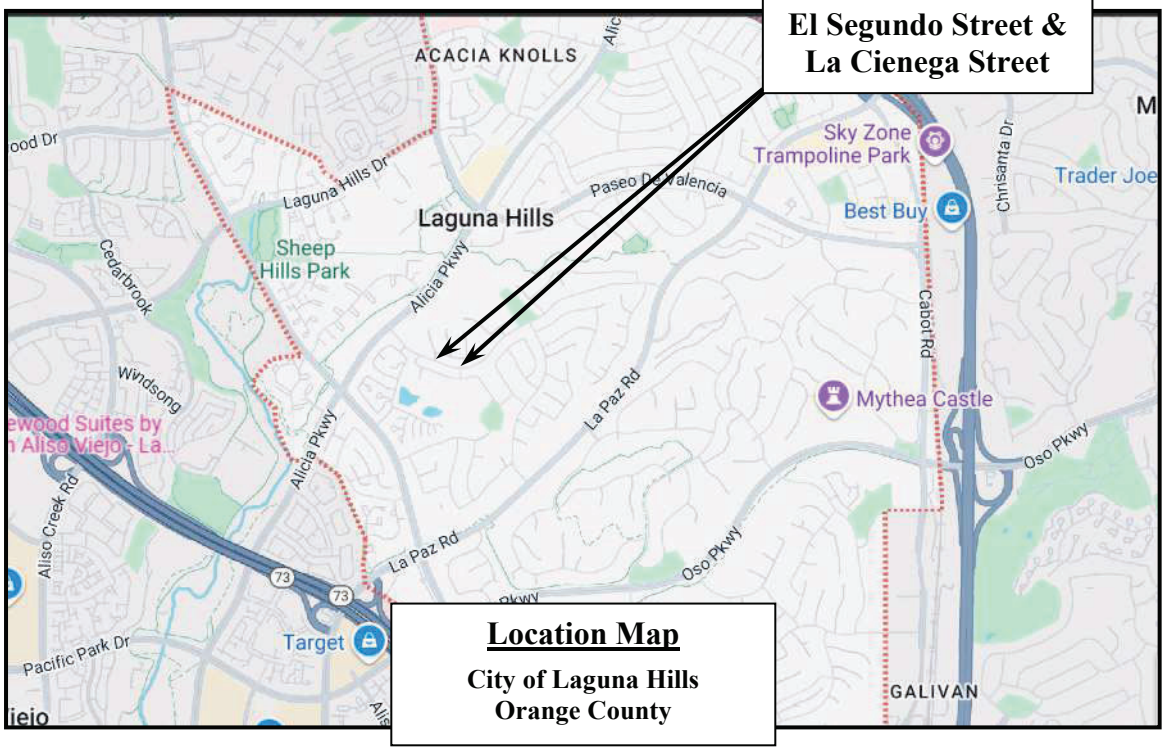
1. HCI Combined Stop Sign Warrant Analyses
2. Resident Request

MULTIWAY STOP CONTROL WARRANTS ANALYSIS FOR TWO LOCATIONS:

INTERSECTION OF ALISO HILLS DRIVE AND EL SEGUNDO STREET &
INTERSECTION OF ALISO HILLS DRIVE AND LA CIENEGA STREET
IN THE CITY OF LAGUNA HILLS, CA
JULY 25, 2025

INTRODUCTION

The City of Laguna Hills requested Hartzog & Crabill, Inc. (HCI) to complete a Multiway Stop Warrants Analysis for two adjacent intersections along Aliso Hills Drive: at El Segundo Street and at La Cienega Street. This analysis was completed in order to verify if a three-way stop sign installation is warranted and recommended at both or either location based on meeting standard guidelines. The locations are typical T-intersections with Aliso Hills Drive running diagonally in the east-west directions, and El Segundo Street and La Cienega Street running in the north-south directions. The intersections are located south of Alicia Parkway, and east of Moulton Parkway (*see Location Map below*). Both intersections are located entirely within the City of Laguna Hills jurisdiction. At the present time, there is a 1-Way Stop control for each of these side-streets (i.e., Aliso Hills Drive is uncontrolled).

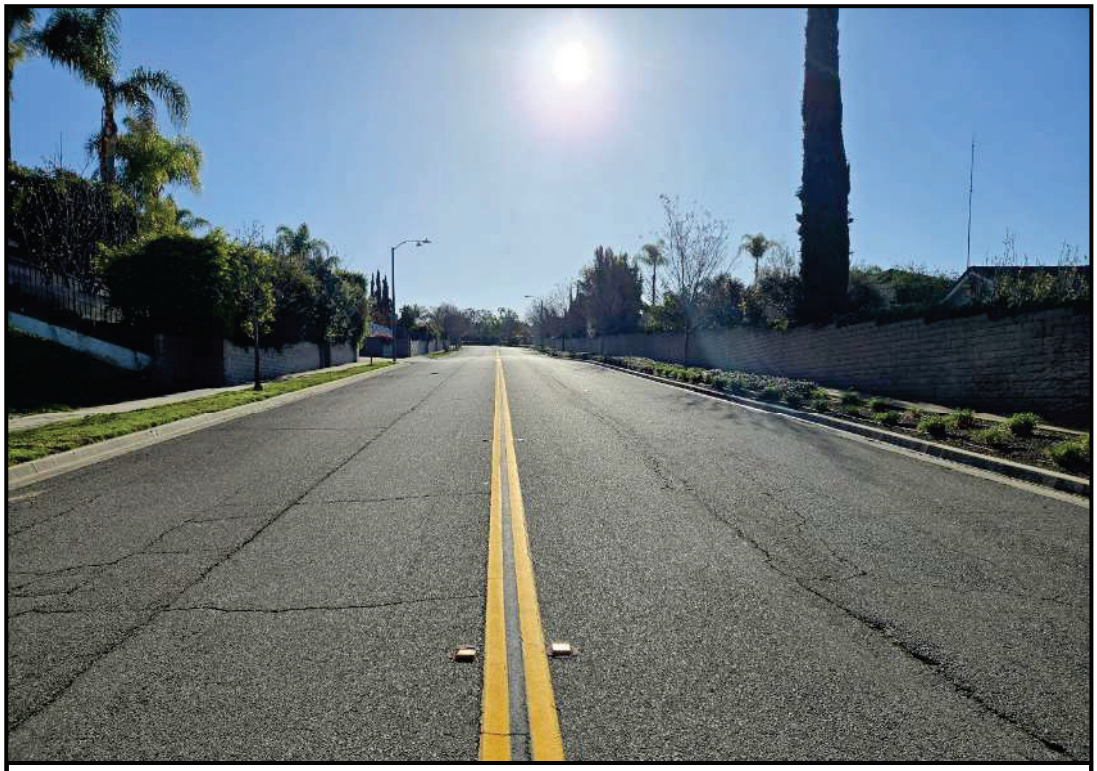


BACKGROUND

Aliso Hills Drive is a diagonal, east-west collector roadway, which has non-facing, single-family residential properties on both sides of the street. At the intersections with El Segundo Street and La Cienega Street, the roadway is approximately 40 feet wide curb-to-curb. The 2-lane roadway provides for one lane of traffic in each direction, which are separated by a double-yellow centerline. There are no marked crosswalks across Aliso Hills Drive at or near the two intersections. The roadway does have curb, gutter, parkway, and sidewalk improvements on both sides. Aliso Hills Drive has a posted speed limit of 35 MPH. On-street parking is prohibited on both sides of the street via No Parking signage. There is one Watch Downhill Speed warning sign posted at an advance location. Currently, there are no STOP signs, or other types of traffic control, on Aliso Hills Drive (i.e., uncontrolled) at its intersections with El Segundo Street and with La Cienega Street. ***See Exhibits 1 & 3 (next pages) for applicable photo images of Aliso Hills Drive.***

At its intersection with Aliso Hills Drive, **El Segundo Street and La Cienega Street** are north-south local roadways, which have non-facing, single-family residential properties on both sides of the street. At their intersection with Aliso Hills Drive, which is the terminus of both these side-streets, the roadways are approximately 40 feet wide curb-to-curb. The 2-lane roadways provide for one lane of traffic in each direction, which are separated by a short 50-foot double-yellow centerline stripe. There are no marked crosswalks across either of these side-streets at or near the intersections. The roadways have curb, gutter, and sidewalk improvements on both sides. Both side-streets do not have a posted speed limit; however, these residential roadways have an applicable *prima facie* local speed limit of 25 MPH and do not require posting. Currently, there is a posted STOP sign, a white 'STOP' pavement marking, and a limit line facing both side-streets at their respective T-intersection with Aliso Hills Drive. ***See Exhibits 2 & 4 (following pages) for applicable photo images of El Segundo Street and of La Cienega Street.***

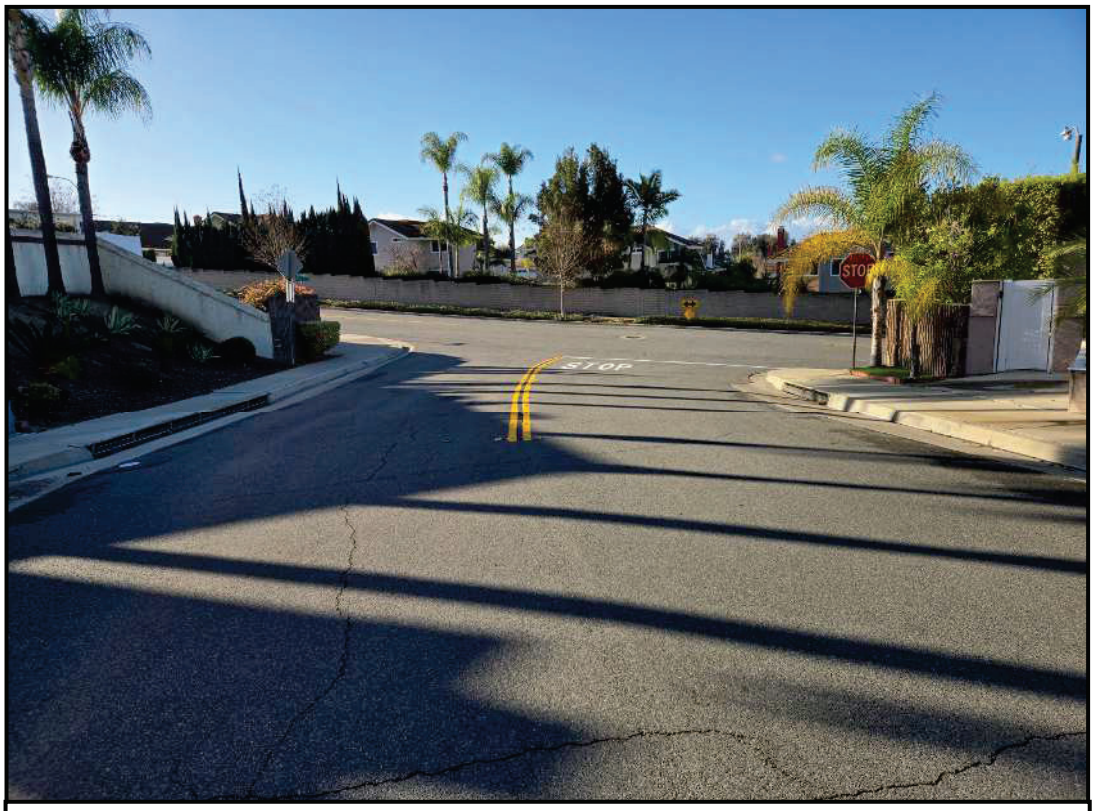
EXHIBIT 1



ALISO HILLS DRIVE (*Looking Eastbound*) at EL SEGUNDO STREET

ALISO HILLS DRIVE (*Looking Westbound*) at EL SEGUNDO STREET

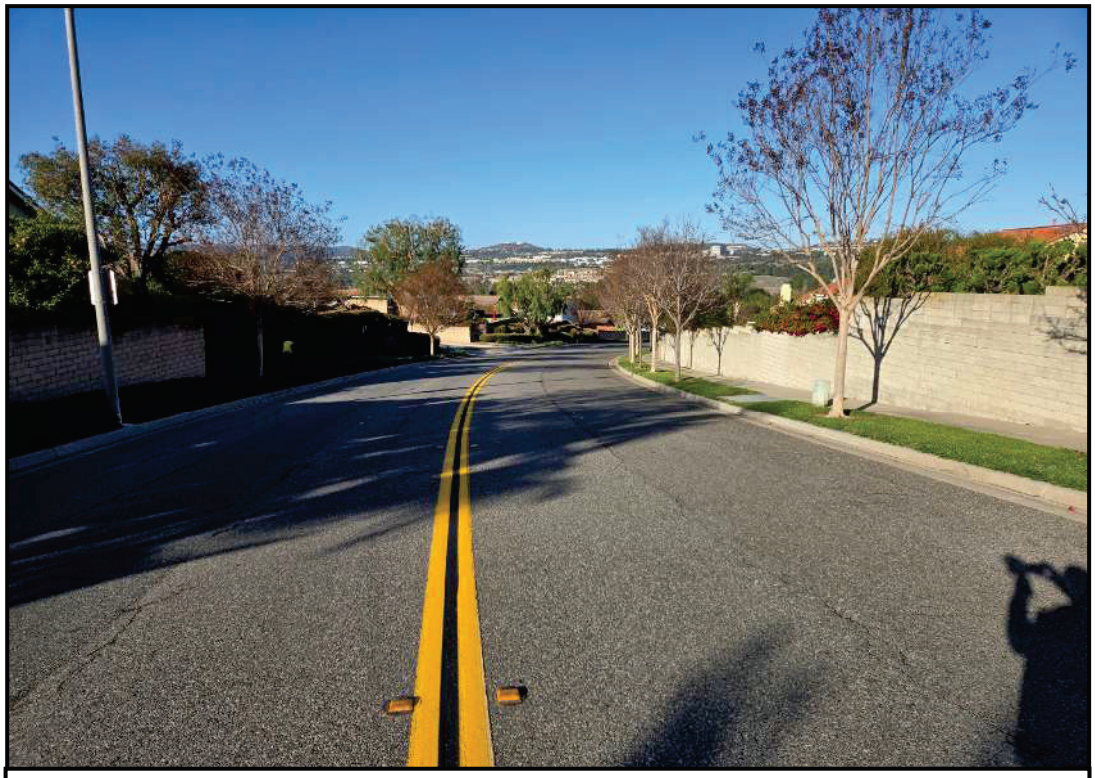
EXHIBIT 2



EL SEGUNDO STREET (*Looking Southbound*) at ALISO HILLS DRIVE

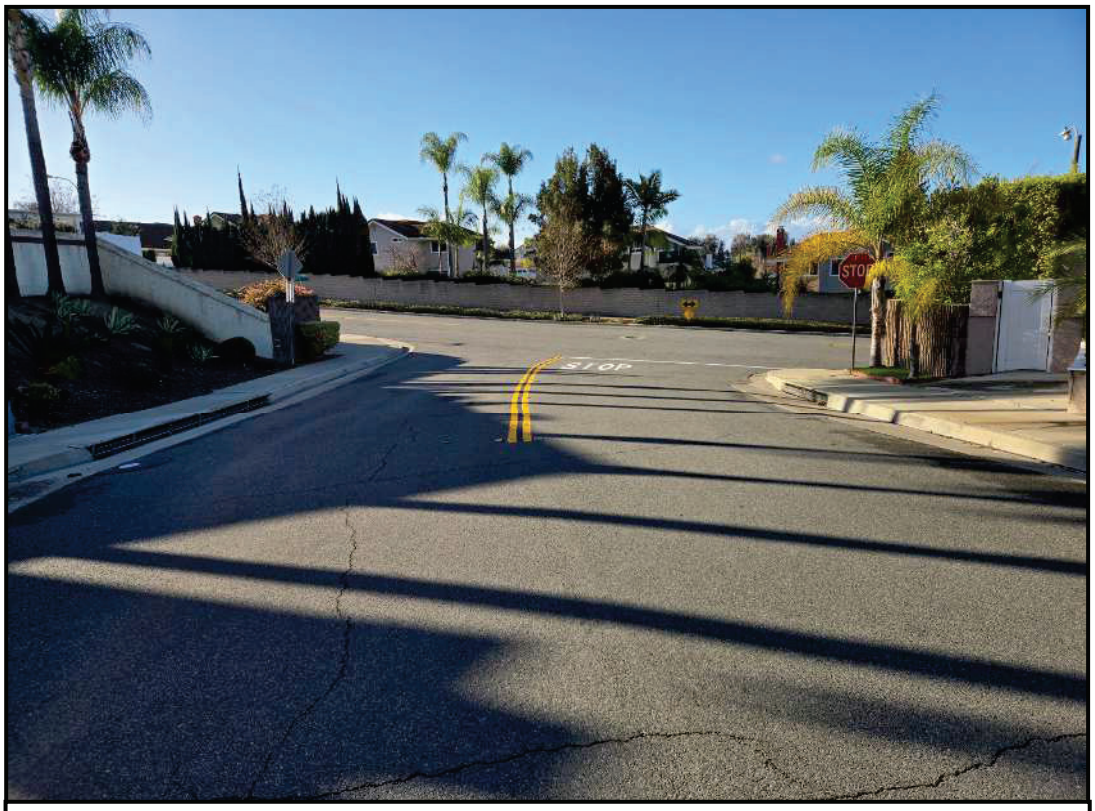
EXHIBIT 3

ALISO HILLS DRIVE (*Looking Eastbound*) at LA CIENEGA STREET



ALISO HILLS DRIVE (*Looking Westbound*) at LA CIENEGA STREET

EXHIBIT 4



LA CIENEGA STREET (*Looking Northbound*) at ALISO HILLS DRIVE

WARRANT GUIDELINES

As is common practice with many municipal agencies, the City of Laguna Hills follows State guidelines for determining if traffic control devices, such as multi-way stop signs, should be installed. Therefore, the prevailing source used for this analysis is the State of California Manual on Uniform Traffic Control Devices (*California MUTCD*). The California MUTCD contains minimum guidelines regarding traffic volumes, collisions, speeds, visibility, and other criteria in order to satisfy the requirements, in this case, for the recommendation and installation of a multi-way (3-Way) stop.

The California MUTCD **Multi-way Stop** Applications Guidance criteria are described in the following four main parts:

1) As an interim measure where traffic control signals are justified;
2) Reported crashes – five or more in a 12-month period that are susceptible to correction by a multi-way stop installation;
3) Minimum traffic and pedestrian volumes, speeds, and delay; and,
4) Where a combination of the above criteria are all satisfied to 80 percent.

If any one, or a combination, of these criteria is met, then a multi-way stop application should be considered. If these criteria are not met, the installation of an unwarranted multi-way stop sign installation is typically not recommended.

The California MUTCD guidelines describing Right-of-Way at Intersections, STOP Sign Applications, Multi-way Stop Applications, and Yield Sign Applications are included in Appendix A.

MULTIWAY STOP ANALYSIS

The California MUTCD **Multi-way Stop** Applications section contains guidelines, such as minimum collisions and traffic volumes necessary for the justification of multi-way stop control. The general guidelines given for a stop sign application begin with using engineering judgment for the installation of a stop sign(s) on a street entering a through highway and where high speeds on the cross street make entry difficult, or due to restricted view, or when crash records indicate a need for control by a stop sign. Further guidance criteria found in the California MUTCD include the following important statements: ***"YIELD or STOP signs should not be used for speed control… In most cases, the street carrying the lowest volume of traffic should be controlled… A STOP (R1-1) sign is not a 'cure-all' and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions... A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study… Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal...***

Collision History

The guidelines for **Multi-way Stop Applications** contained in the California MUTCD regarding collisions, or crashes, require a minimum of five (5) reported crashes occurring in a 12-month period that are susceptible to correction by a multi-way stop installation in order to satisfy this warrant. Such crashes include right-turn and left-turn collisions, as well as right-angle collisions (i.e., broadside, or head-on) and pedestrian-vehicle collisions. Other types of collisions categorized as 'sideswipe', 'rear-end', and 'hit object' type collisions are generally not considered susceptible to correction by a multiway stop, unless further review indicates otherwise. The latest available collision history for these intersections was gathered by HCI from the State of California Highway Patrol (CHP) Statewide Integrated Traffic Records System website (*i-SWITRS*), which is where local jurisdictions, such as cities, report their collisions.

Collision History (continued)

A comprehensive 5-year traffic collision history summary report was prepared for each intersection. Tables 1 & 2 below provide the most recent summary of collision history occurring at or near these intersections.

TABLE 1
SWITRS COLLISION SUMMARY

Intersection	2020-21		2022		2023		2024	
	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?
Aliso Hills Dr at El Segundo St		*None reported*		*None reported*		*None reported*	05/25	Sideswipe / No

TABLE 2
SWITRS COLLISION SUMMARY

Intersection	2020-21		2022		2023		2024	
	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?	Date	Type of Coll. / Correctible?
Aliso Hills Dr at La Cienega St		*None reported*		*None reported*		*None reported*	09/29	Rear-End / No

Notes: Information above is derived per the latest 5-year intersection traffic collision database report gathered from CHP-SWITRS (*i-SWITRS website*).
1) Type of Coll. = Type of Collision (*i.e., broadside, rear-end, etc.*)
2) Correctible? = Yes / No

As shown above, there has been one (1) 'non-correctible' collision reported near each of these intersections over the past five (5) years of available SWITRS collision data, both located away from the intersections. Since the collision warrant requires a minimum of five (5) reported crashes susceptible to correction by a multi-way stop, to occur within a 12-month period, the collision warrant is not satisfied. ***The SWITRS traffic collision data reports are included in Appendix B.***

Traffic Volumes

HCI collected Average Daily Traffic (ADT) vehicular approach counts to the intersections on Wednesday, February 26, 2025, including speed data via road tubes, as well as 12-hour daytime (7am to 7pm) pedestrian counts, in order to account for traffic that use these intersections on a typical day.

For the El Segundo Street intersection, the ADT bi-directional approach count for Aliso Hills Drive is 1,848 vehicles per day, with the highest AM peak-hour approach volume having 146 vehicles and 167 vehicles in the PM peak-hour. The ADT 'approach' count for El Segundo Street is 245 vehicles, with the highest AM peak-hour approach volume having 25 vehicles and 24 vehicles in the PM peak-hour.

For the La Cienega Street intersection, the ADT bi-directional approach count for Aliso Hills Drive is 1,663 vehicles per day, with the highest AM peak-hour approach volume having 143 vehicles and 154 vehicles in the PM peak-hour. The ADT 'approach' count for La Cienega Street is 179 vehicles, with the highest AM peak-hour approach volume having 23 vehicles and 19 vehicles in the PM peak-hour.

Tables 3 & 4 (below/next page) provide a breakdown of the approach volumes. ***The traffic volume data collected for these locations are included in Appendix C.***

TABLE 3
HIGHEST 24-HOUR INTERSECTION APPROACH VEHICLE COUNTS

Street	Direction	ADT Volume	Directional Split	Highest Hourly Volume
Aliso Hills Drive	Eastbound	957	52%	99 (6 – 7 PM)
	Westbound	891	48%	92 (8 – 9 AM)
El Segundo Street				
	Southbound	245	100%	25 (7 – 8 AM)

Traffic Volumes (continued)

TABLE 4
HIGHEST 24-HOUR INTERSECTION APPROACH VEHICLE COUNTS

Street	Direction	ADT Volume	Directional Split	Highest Hourly Volume
Aliso Hills Drive	Eastbound	838	50%	87 (8 – 9 AM)
	Westbound	825	50%	86 (6 – 7 PM)
La Cienega Street				
	Northbound	179	100%	23 (7 – 8 AM)

Aliso Hills Drive is considered the 'through' or 'major' street at these residential T-intersections, since it carries higher vehicular volumes from both approaches, and drivers are not required to slow down, or even stop, before proceeding straight through the intersection. In comparison, El Segundo Street and La Cienega Street are considered the 'minor' streets as approaching drivers are required to stop at Aliso Hills Drive and look both ways before proceeding to make a left-turn or right-turn. It is typically expected that the traffic volumes on the minor street are significantly less than those on the major street. As can be seen from the tables above, this is the case:

- as southbound El Segundo Street carries approximately twelve percent (12%) of the entire traffic entering the intersection (Aliso Hills Drive carries approximately 88% of entering traffic), and,

- as northbound La Cienega Street carries approximately ten percent (10%) of the entire traffic entering the intersection (Aliso Hills Drive carries approximately 90% of entering traffic).

A part of the California MUTCD guideline criteria also calls for a reduction in the required minimum volumes when the critical approach speed (*or 85th-percentile speed*) on the major street exceeds 40 MPH. If this is the case, the minimum vehicular volumes to be met for a multiway stop sign installation are reduced to 70%.

Traffic Volumes (continued)

As mentioned, the posted speed limit on Aliso Hills Drive is 35 MPH. Field observations during our weekday morning site visit confirmed vehicles were not regularly speeding over the speed limit near the intersections, but were considered typical and what may be expected for a two-lane collector-type roadway.

However, per the traffic count data collection, which included speed data on Aliso Hills Drive, the 85th percentile speed on Aliso Hills Drive resulted in 43 MPH and 44 MPH, respectively (***see Appendix C***).

Since the 85th-percentile speeds are greater than the 40 MPH required to reduce traffic volumes, the 70% minimum volumes for a multi-way stop sign analysis are applicable and used for this analysis.

It is important to note that the highest hourly vehicle traffic counts shown in Tables 3 & 4 above are given for the highest one-hour of traffic for each approach, and serve as a good indicator to compare with the required minimum hourly traffic volumes in the California MUTCD multi-way stop guidelines. It must also be mentioned that the average hourly minimum volumes for a multi-way stop application are to be satisfied for any eight (8) hours of an average day (not just for one hour in a day).

Tables 5 & 6 (next page) show the California MUTCD minimum traffic volume guidelines for a Multi-way Stop Application in comparison with the highest 8-hour traffic count data collected at these intersections. Both Parts 1 and 2 of the minimum volume warrants below must be satisfied in order to fulfill this warrant.

Traffic Volumes (continued)

TABLE 5

MULTIWAY STOP SIGN WARRANT FOR MINIMUM TRAFFIC VOLUMES
ALISO HILLS DRIVE AT EL SEGUNDO STREET

Part 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 **(70%=210)** vehicles per hour for any (8) hours of an average day,	***and***	**Part 2.** The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 **(70%=140)** units per hour for the same (8) hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour,	***but***	**Part 3.** If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are (**70**) percent of the above values.
Results:		**Results:**		**Results:**
No, average (140) vehicles per hour		**No, average (21) vehicles per hour**		**Yes, the 85th percentile speed on the major-street does exceed 40 mph**
Only 67% of the required hourly traffic volume		Only 15% of the required hourly traffic volume		

TABLE 6

MULTIWAY STOP SIGN WARRANT FOR MINIMUM TRAFFIC VOLUMES
ALISO HILLS DRIVE AT LA CIENEGA STREET

Part 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 **(70%=210)** vehicles per hour for any (8) hours of an average day,	***and***	**Part 2.** The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 **(70%=140)** units per hour for the same (8) hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour,	***but***	**Part 3.** If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are (**70**) percent of the above values.
Results:		**Results:**		**Results:**
No, average (129) vehicles per hour		**No, average (15) vehicles per hour**		**Yes, the 85th percentile speed on the major-street does exceed 40 mph**
Only 61% of the required hourly traffic volume		Only 11% of the required hourly traffic volume		

As shown in the tables above, the average hourly intersection approach traffic volumes (including pedestrians) for the highest 8-hour period, did not satisfy both Parts 1 and 2. Therefore, the minimum traffic volume warrant is not satisfied for either location.

Visibility

Impaired visibility, or restricted sight distance, due to the geometry of the intersections and possible obstructions, was carefully considered during our field-review of the surrounding residential neighborhood environment. The geometry of the intersections includes an approximate 90° angle. Aliso Hills Drive has a constant incline in the eastbound direction through these intersections. Each side-street has a slight decline as one moves closer to the intersection with Aliso Hills Drive.

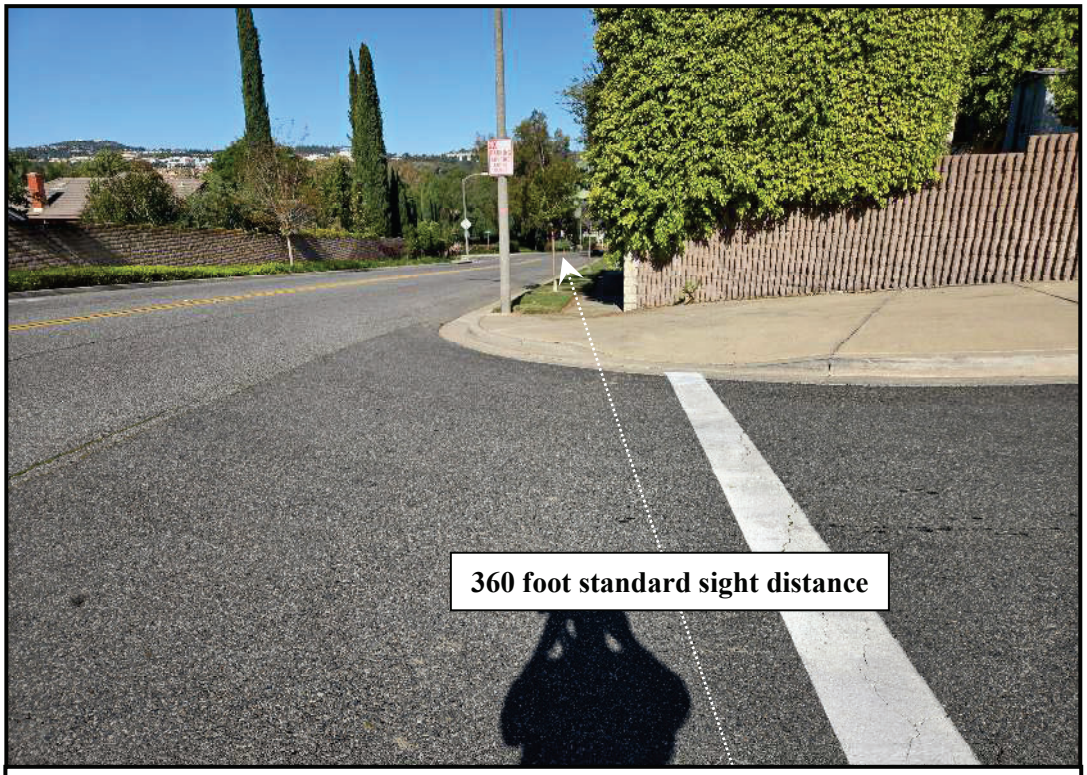
Driver sight distance was measured from the side-street approaches to the intersections, since approaching drivers are required to stop, before proceeding to make a left-turn or right-turn onto Aliso Hills Drive. The measured distance was derived from the stopping sight distance 'on downgrades' guidelines found in the California MUTCD ***(see Appendix D)***. In this reference, a 35 MPH 'downhill' roadway posted speed recommends a minimum Stopping Sight Distance of 287 feet. However, the 85th-percentile speed was measured at 44 MPH. Therefore, a 45 MPH speed, which has a minimum 'downhill' sight distance of 427 feet, was used as a more conservative measure on the downgrade approaches. The standard sight distance of 360 feet was used for a speed of 45 MPH for the upgrade approaches. These distances were used when looking towards approaching, uncontrolled traffic along Aliso Hills Drive. More specifically, these stopping sight distances were field-measured from a typical 'stopped' vehicle location on El Segundo Street and on La Cienega Street at their respective intersection looking towards oncoming lanes of cross-traffic on Aliso Hills Drive. An orange cone was placed at the applicable 427-foot distance and 360-foot distances, and a photograph was taken from a stopped driver's perspective (i.e., approximately 3.5 feet in height).

(***See sight distance photos in Exhibits 5 & 6 on the following pages***).

As Exhibits 5 & 6 show, when looking at oncoming traffic along Aliso Hills Drive, a side-street driver does have a clear line-of-sight to the minimum applicable sight distances of 427 feet and 360 feet when looking in each direction.

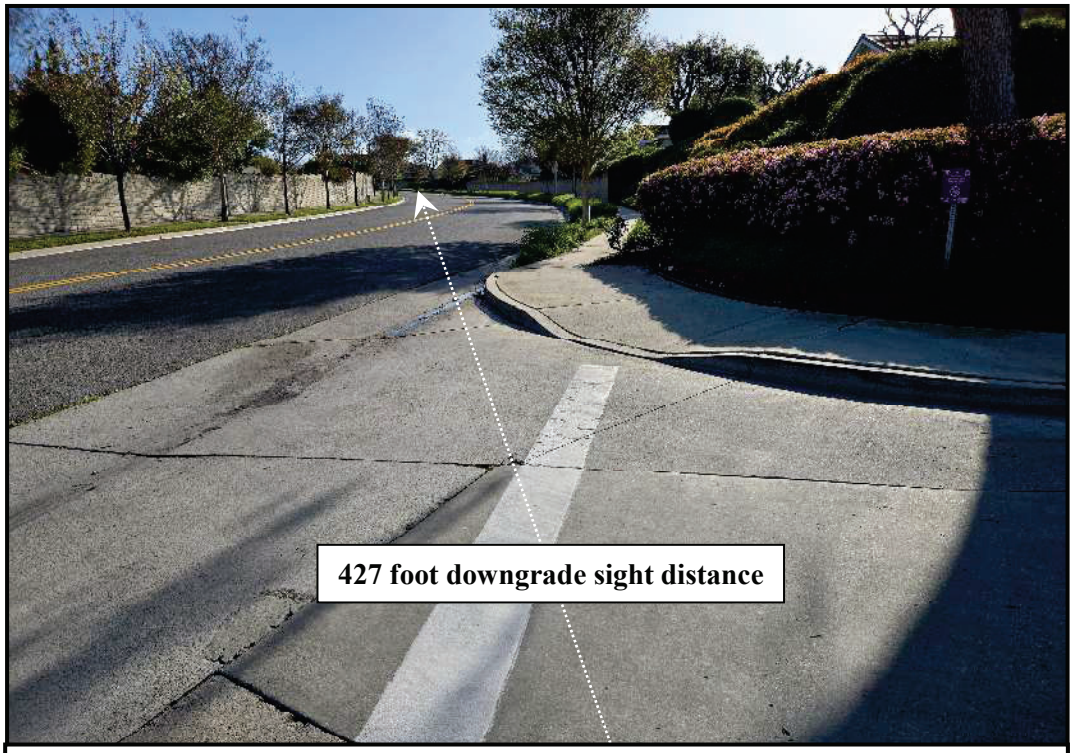
EXHIBIT 5

Southbound EL SEGUNDO STREET (*Looking East*) at ALISO HILLS DRIVE



Southbound EL SEGUNDO STREET (*Looking West*) at ALISO HILLS DRIVE

EXHIBIT 6



Northbound LA CIENEGA STREET (*Looking East*) at ALISO HILLS DRIVE

Northbound LA CIENEGA STREET (*Looking West*) at ALISO HILLS DRIVE

MULTIWAY STOP ANALYSIS SUMMARY

The analysis of the four (4) main criteria provided in the California MUTCD regarding **Multi-way Stop Applications** showed that both these intersections did not meet the minimum guidelines to justify stopping the major roadway (i.e., Aliso Hills Drive). The four main criteria analyzed were: 1) As an interim measure where traffic control signals are justified; 2) Reported collisions – a correctible crash problem; 3) Traffic and pedestrian volumes, speeds, and delay; and 4) Where a combination of the above criteria are satisfied to 80 percent.

In summary, the collision history at each intersection resulted in one (1) 'non-correctible' collision reported during the last five (5) years (occurring away from the intersection), where the minimum guideline calls for at least five (5) correctible collisions in a 12-month period. The average minimum hourly street volumes required for a multi-way stop to be satisfied for any eight (8) hours in an average day did not come close to being satisfied. In terms of vehicles stopping and waiting for a gap on the major roadway, excessive delay to any approach was not observed due to the lower side-street traffic volumes at these intersections.

Therefore, since intersection collision histories and traffic volumes did not satisfy the minimum guidelines, it can also be derived that a traffic signal is not justified as an interim measure at these intersections (as mentioned above as the first criteria). The 80% combined criteria was also not met as both the collisions and minimum traffic volumes were not satisfied to this percentage. If the California MUTCD criteria are not met, the location is typically not recommended for installation of a multi-way stop.

However, engineering judgment should always be included in any decision regarding traffic safety improvements. Intersection lighting was also verified and found to be adequate as there is one LED street light pole located at each intersection.

MULTIWAY STOP ANALYSIS SUMMARY (*continued*)

It was also determined during our site visit that both El Segundo Street and La Cienega Street drivers do have a clear line-of-sight when stopped and looking both ways at oncoming traffic along Aliso Hills Drive.

Lastly, in regards to pedestrian activity, during our morning site visit there were no pedestrians observed crossing the uncontrolled roadway of Aliso Hills Drive at either of these intersections. Therefore, a low-to-medium activity of pedestrians was assumed. However, as part of the overall traffic count data collection, HCI gathered 12-hour pedestrian count data (on the same midweek day from 7am – 7pm) at both these intersections, in order to account for pedestrians that use these intersections on a typical day (***see Appendix C***). The results confirmed a low activity at each location (less than 1 pedestrian crossing per hour) as summarized below:

Location	Peak-Period	Total Pedestrians Crossing	West Leg	East Leg
El Segundo	7:00 AM to 7:00 PM	11	0	11
La Cienega	7:00 AM to 7:00 PM	7	4	3

Although pedestrian volumes are low, it is important to note that the roadway curvature at La Cienega Street may not allow full visibility for an approaching driver along Aliso Hills Drive to see a pedestrian crossing from the north-side at this intersection. Therefore, pedestrian sight distance measurements were carefully reviewed at both locations from an approaching driver's perspective. (***See pedestrian sight distance photos in Exhibits 7 & 8 on the following pages***).

As Exhibit 7 shows, approaching drivers along Aliso Hills Drive do have clear visibility to see a pedestrian on both sides of El Segundo Street that may want to cross Aliso Hills Drive. However, as shown in Exhibit 8, approaching drivers along Aliso Hills Drive in the westbound direction do not have clear visibility to see a pedestrian on the north-side of La Cienega Street that may cross Aliso Hills Drive, due to the roadway curvature.

EXHIBIT 7

Westbound ALISO HILLS DRIVE looking at EL SEGUNDO STREET

Eastbound ALISO HILLS DRIVE looking at EL SEGUNDO STREET

EXHIBIT 8

Westbound ALISO HILLS DRIVE looking at LA CIENEGA STREET

Eastbound ALISO HILLS DRIVE looking at LA CIENEGA STREET

RECOMMENDATIONS

In overall consideration of the analysis criteria in this report, a multi-way (3-Way) stop sign installation is not recommended for the T-intersection of Aliso Hills Drive and El Segundo Street, or the T-intersection of Aliso Hills Drive and La Cienega Street. Following are specific recommendations for each of the two locations:

Intersection of Aliso Hills Drive and El Segundo Street:

Based on the layout of the residential neighborhood located north of Aliso Hills Drive, all pedestrians must head south towards El Segundo Street to enter or exit the neighborhood. As such, in regards to a possible marked crosswalk installation across Aliso Hills Drive at El Segundo Street, a high-visibility marked crosswalk is recommended for this intersection. More specifically, the recommendations for this specific location include:

- Install a white, high-visibility marked crosswalk with ladder style bars across the west leg of Aliso Hills Drive to channelize pedestrian crossings at/near this intersection (including pedestrians that typically cross at nearby La Cienega).
- Install a new ADA pedestrian curb ramp on the south-side of Aliso Hills Drive.
- Install applicable PED XING fluorescent-yellow warning signs (W11-2 symbol sign with arrow diagonally pointing down) posted at the newly marked crosswalk.
- On each approach in advance of the newly marked crosswalk, install PED XING AHEAD posted signs and pavement markings.
- Lastly, the new high-visibility marked crosswalk is recommended to be supplemented by a Rectangular Rapid Flashing Beacons (RRFB) system to increase pedestrian crossing awareness for drivers approaching the intersection.

The cost for engineering design, construction administration, and installation of the new high-visibility marked crosswalk, curb ramp, applicable roadway warning signage/markings, and RRFB system at the intersection of Aliso Hills Drive and El Segundo Street is estimated at $35,000.00.

RECOMMENDATIONS (*continued*)

Intersection of Aliso Hills Drive and La Cienega Street:

In regards to a possible marked crosswalk across Aliso Hills Drive at La Cienega Street, installation of a marked crosswalk is not recommended. The recommendation for denial is due to the roadway curvature on Aliso Hills Drive that creates a "blind spot" for pedestrians crossing the street. Based on the posted speed limit of 35 MPH, there is adequate downhill sight distance at 287 feet. However, the speed data collected in this analysis resulted in an 85th percentile speed of 44 MPH. As such, based on a roadway speed of 45 MPH, which has a downhill sight distance of 427 feet, there are sight distance constraints for a westbound 'downhill' driver to see a pedestrian that may want to cross Aliso Hills Drive from the north-side of the street. Lastly, due to the lower pedestrian volumes at both adjacent locations, it makes sense to have all nearby pedestrians cross at only one location that has pedestrian crossing improvements. The El Segundo Street intersection has more straightforward approaches, where an Aliso Hills Drive driver can more easily see pedestrians crossing from an advance location. Therefore, the recommendations for this specific location are as follows:

- Since approaching drivers on Aliso Hills Drive do not have clear visibility to see a pedestrian that may cross Aliso Hills Drive from the north-side of the street due to the roadway curvature, it is recommended to install No Pedestrian Crossing (R9-3) signs and pedestrian barricades at this intersection. Pedestrians that typically cross this intersection may be directed to cross at the marked crosswalk recommended westerly at El Segundo Street. Since it will include an RRFB system, pedestrians should learn over time to cross at El Segundo Street. Due to the above reasons, prohibiting pedestrian crossings at La Cienega Street via signage encouraging them to cross at the next intersection that has pedestrian crossing improvements is the best option.

- The City may also consider installing a Side Road (W2-2) warning sign on Aliso Hills Drive facing both directions of traffic in advance of La Cienega Street.

APPENDIX A

MULTIWAY STOP APPLICATIONS GUIDELINES:

CALIFORNIA MUTCD

Standard:

03 **Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1 and 2B-1(CA).**

Option:

04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used.

05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

06 **A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.**

07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**

08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 and 2B-1(CA) based on the number of approach lanes on the side street approach.**

Guidance:

09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 and 2B-1(CA) that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
B. Number and angle of approaches;
C. Approach speeds;
D. Sight distance available on each approach; and
E. Reported crash experience.

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
B. A street entering a designated through highway or street; and/or
C. An unsignalized intersection in a signalized area.

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;

B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or

C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

05 *YIELD or STOP signs should not be used for speed control.*

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;

B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and

C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation.,** ~~**except in the following cases:**~~

~~**A. If the signal indication for an approach is a flashing red at all times;**~~

~~**B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**~~

~~**C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**~~

10a **STOP signs shall not be erected at any entrance to an intersection controlled by traffic signals. Refer to CVC 21355(a).**

Option:

10b YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.

Standard:

11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**

05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

11 A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

12 STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

13 When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

14 Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Caltrans District Directors.

Option:

15 Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

16 **No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of Caltrans. Refer to CVC 21353.**

Support:

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

Section 2B.06 STOP Sign Applications

Guidance:

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

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

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or

C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

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

Section 2B.07 Multi-Way Stop Applications

Support:

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

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

Guidance:

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

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

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

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

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

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

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

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

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

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

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

Standard:

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

Support:

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

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.

B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.

C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.

D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

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

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

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

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

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

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

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

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

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

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

APPENDIX B

SWITRS COLLISION HISTORY

CITY OF LAGUNA HILLS
INTERSECTION OF ALISO HILLS DRIVE AND EL SEGUNDO STREET
5-YEAR SWITRS COLLISION DATABASE
JAN. 1, 2020 THROUGH DEC. 31, 2024

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	ROAD SURF.
9729395	20240525	5	ALISO HILLS	EL SEGUNDO	72	E	N	A	0	A	13	22515	N	B	I	A

NOTES:

Weather 1
A - Clear
B - Cloudy
C - Raining
D - Snowing
E - Fog
F - Other
G - Wind
- - Not Stated

Collision Severity
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
0 - PDO (Property Damage Only)

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
- - Not Stated

PCF Violation Category
01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
10 - Pedestrian ROW
11 - Pedestrian Violation
12 - Traffic Signals and Signs
13 - Hazardous Parking
14 - Lights
15 - Brakes
16 - Other Equipment
17 - Other Hazardous Violation
18 - Other Than Driver (or Ped)
19 -
20 -
21 - Unsafe Starting or Backing
22 - Other Improper Driving
23 - Pedestrian or "Other" Under the Influence
24 - Fell Asleep
00 - Unknown
- - Not Stated

Hit and Run
F - Felony
M - Misdemeanor
N - Not Hit & Run

Type of Collision
A - Head-On
B - Sideswipe
C - Rear-End
D - Broadside
E - Hit Object
F - Overturned
G - Vehicle/Pedestrian
H - Other
- - Not Stated

Motor Vehicle Involved With:
A - Non-Collision
B - Pedestrian
C - Other Motor Vehicle
D - Motor Vehicle on Other Roadway
E - Parked Motor Vehicle
F - Train
G - Bicycle
H - Animal
I - Fixed Object
J - Other Object
- - Not Stated

Road Surface
A - Dry
B - Wet
C - Snowy or Icy
D - Slippery
- - Not Stated

CITY OF LAGUNA HILLS
INTERSECTION OF ALISO HILLS DRIVE AND LA CIENEGA STREET
5-YEAR SWITRS COLLISION DATABASE
JAN. 1, 2020 THROUGH DEC. 31, 2024

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH	ROAD SURF.
9744602	20240929	1725	ALISO HILLS DR	LA CIENEGA ST	550	S	N	A	4	A	3	22350	N	C	C	A

NOTES:

Weather 1
A - Clear
B - Cloudy
C - Raining
D - Snowing
E - Fog
F - Other
G - Wind
- - Not Stated

Collision Severity
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
0 - PDO (Property Damage Only)

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
- - Not Stated

PCF Violation Category
01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
10 - Pedestrian ROW
11 - Pedestrian Violation
12 - Traffic Signals and Signs
13 - Hazardous Parking
14 - Lights
15 - Brakes
16 - Other Equipment
17 - Other Hazardous Violation
18 - Other Than Driver (or Ped)
19 -
20 -
21 - Unsafe Starting or Backing
22 - Other Improper Driving
23 - Pedestrian or "Other" Under the Influence
24 - Fell Asleep
00 - Unknown
- - Not Stated

Hit and Run
F - Felony
M - Misdemeanor
N - Not Hit & Run

Type of Collision
A - Head-On
B - Sideswipe
C - Rear-End
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E - Hit Object
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Motor Vehicle Involved With:
A - Non-Collision
B - Pedestrian
C - Other Motor Vehicle
D - Motor Vehicle on Other Roadway
E - Parked Motor Vehicle
F - Train
G - Bicycle
H - Animal
I - Fixed Object
J - Other Object
- - Not Stated

Road Surface
A - Dry
B - Wet
C - Snowy or Icy
D - Slippery
- - Not Stated

APPENDIX C

AVERAGE DAILY TRAFFIC (ADT) & PEDESTRIAN COUNT DATA

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Aliso Hills Dr W/O El Segundo St

Day: Wednesday
Date: 2/26/2025

Highest 8 Hours per Side Street Perspective.

City: Laguna Hills
Project #: CA25_010022_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	245	957	891	2,093

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	1	1	1	3	12:00	0	6	11	12	29
0:15	0	0	1	0	1	12:15	0	2	14	15	31
0:30	0	0	3	0	3	12:30	0	4	16	19	39
0:45	0	0	1	0	5	1	2	1	8	12:45	0	6	18	16	57	12	58	34	133
1:00	0	0	0	1	1	13:00	0	9	19	13	41
1:15	0	0	0	1	1	13:15	0	5	19	15	39
1:30	0	0	0	0		13:30	0	4	21	13	38
1:45	0	1	1	0	2	4	3	5	13:45	0	3	21	14	73	13	54	30	148
2:00	0	0	0	0		14:00	0	8	16	9	33
2:15	0	1	1	2	4	14:15	0	5	9	11	25
2:30	0	0	0	1	1	14:30	0	7	19	15	41
2:45	0	1	2	0	1	0	3	1	6	14:45	0	4	24	22	66	18	53	44	143
3:00	0	0	0	0		15:00	0	4	17	14	35
3:15	0	0	0	0		15:15	0	3	18	18	39
3:30	0	0	0	0		15:30	0	6	15	21	42
3:45	0	0	0	0		15:45	0	10	23	35	85	11	64	56	172
4:00	0	0	0	0		16:00	0	6	23	21	50
4:15	0	0	2	0	2	16:15	0	3	18	24	45
4:30	0	0	0	1	1	16:30	0	6	28	19	53
4:45	0	1	1	0	2	0	1	1	4	16:45	0	3	18	18	87	16	80	37	185
5:00	0	0	0	0		17:00	0	2	16	27	45
5:15	0	0	1	0	1	17:15	0	6	22	17	45
5:30	0	2	0	5	7	17:30	0	7	25	15	47
5:45	0	0	2	2	3	3	8	5	13	17:45	0	2	17	12	75	26	85	40	177
6:00	0	3	4	6	13	18:00	0	4	29	24	57
6:15	0	1	2	2	5	18:15	0	3	24	10	37
6:30	0	2	4	12	18	18:30	0	0	28	10	38
6:45	0	2	8	5	15	10	30	17	53	18:45	0	5	12	18	99	12	56	35	167
7:00	0	4	11	11	26	19:00	0	0	11	8	19
7:15	0	7	8	26	41	19:15	0	0	8	13	21
7:30	0	9	26	19	54	19:30	0	1	17	8	26
7:45	0	5	25	14	59	23	79	42	163	19:45	0	2	3	14	50	4	33	20	86
8:00	0	6	16	29	51	20:00	0	0	6	6	12
8:15	0	6	15	24	45	20:15	0	0	11	5	16
8:30	0	4	9	20	33	20:30	0	7	7	7	21
8:45	0	2	18	14	54	19	92	35	164	20:45	0	0	7	13	37	5	23	18	67
9:00	0	3	8	12	23	21:00	0	0	7	3	10
9:15	0	4	14	14	32	21:15	0	0	7	3	10
9:30	0	4	8	14	26	21:30	0	0	5	2	7
9:45	0	3	14	12	42	9	49	24	105	21:45	0	2	2	6	25	3	11	11	38
10:00	0	4	15	15	34	22:00	0	1	8	5	14
10:15	0	3	12	9	24	22:15	0	1	4	2	7
10:30	0	1	9	4	14	22:30	0	1	4	2	7
10:45	0	2	10	11	47	16	44	29	101	22:45	0	1	4	2	18	1	10	4	32
11:00	0	2	6	9	17	23:00	0	0	1	0	1
11:15	0	5	13	17	35	23:15	0	0	1	1	2
11:30	0	3	16	13	32	23:30	0	0	3	2	5
11:45	0	4	14	17	52	10	49	31	115	23:45	0	0	0	5	0	3		8
TOTALS		96	280	361	737	TOTALS		149	677	530	1356
SPLIT %		13.0%	38.0%	49.0%	35.2%	SPLIT %		11.0%	49.9%	39.1%	64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	245	957	891	2,093

AM Peak Hour		7:15	7:30	7:15	7:30	PM Peak Hour		15:15	15:45	16:15	15:45
AM Pk Volume		27	71	97	192	PM Pk Volume		25	104	86	204
Pk Hr Factor		0.750	0.683	0.836	0.889	Pk Hr Factor		0.625	0.743	0.796	0.911
7 - 9 Volume	0	43	113	171	327	4 - 6 Volume	0	35	162	165	362
7 - 9 Peak Hour		7:15	7:30	7:15	7:30	4 - 6 Peak Hour		16:00	16:00	16:15	16:00
7 - 9 Pk Volume	0	27	71	97	192	4 - 6 Pk Volume	0	18	87	86	185
Pk Hr Factor	0.000	0.750	0.683	0.836	0.889	Pk Hr Factor	0.000	0.750	0.777	0.796	0.873

SPEED

Aliso Hills Dr W/O El Segundo St

Day: Wednesday
Date: 2/26/2025

City: Laguna Hills
Project #: CA25_010022_003e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:00	0	0	0	0	0	1	2	0	0	0	0	0	0	3
6:00	0	0	0	6	5	4	0	0	0	0	0	0	0	15
7:00	1	3	1	14	14	18	4	4	0	0	0	0	0	59
8:00	0	0	0	4	15	23	10	2	0	0	0	0	0	54
9:00	0	0	3	8	16	9	5	1	0	0	0	0	0	42
10:00	0	1	0	3	17	14	11	1	0	0	0	0	0	47
11:00	0	0	0	6	19	17	9	1	0	0	0	0	0	52
12:00 PM	0	0	1	12	11	22	10	1	0	0	0	0	0	57
13:00	1	0	1	11	17	29	11	2	1	0	0	0	0	73
14:00	1	0	1	10	18	21	14	1	0	0	0	0	0	66
15:00	0	0	3	13	20	20	24	4	1	0	0	0	0	85
16:00	0	0	1	13	30	29	11	3	0	0	0	0	0	87
17:00	0	0	0	12	20	28	15	0	0	0	0	0	0	75
18:00	0	0	6	22	18	33	13	4	3	0	0	0	0	99
19:00	0	0	1	6	12	20	9	2	0	0	0	0	0	50
20:00	0	1	1	4	11	12	6	1	1	0	0	0	0	37
21:00	0	0	0	2	7	9	6	1	0	0	0	0	0	25
22:00	0	0	0	2	6	7	3	0	0	0	0	0	0	18
23:00	0	0	0	0	1	3	0	0	1	0	0	0	0	5
Totals	3	5	19	150	260	321	164	28	7					957
% of Totals	0%	1%	2%	16%	27%	34%	17%	3%	1%					100%

AM Volumes	1	4	4	43	89	88	42	9	0	0	0	0	0	280
% AM	0%	0%	0%	4%	9%	9%	4%	1%						29%
AM Peak Hour	7:00	7:00	9:00	7:00	11:00	8:00	10:00	7:00						7:00
Volume	1	3	3	14	19	23	11	4						59
PM Volumes	2	1	15	107	171	233	122	19	7	0	0	0	0	677
% PM	0%	0%	2%	11%	18%	24%	13%	2%	1%					71%
PM Peak Hour	13:00	20:00	18:00	18:00	16:00	18:00	15:00	15:00	18:00					18:00
Volume	1	1	6	22	30	33	24	4	3					99

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	113	12%	130	14%	162	17%	552	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Aliso Hills Dr	East Bound	29	36	35	42	45	957
Aliso Hills Dr	West Bound	26	36	35	43	47	1030

SPEED

Aliso Hills Dr W/O La Cienega St

Day: Wednesday
Date: 2/26/2025

City: Laguna Hills
Project #: CA25_010022_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2
1:00	0	0	1	1	1	1	0	0	0	0	0	0	0	4
2:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	1	2	4	1	0	0	0	0	0	0	8
6:00	0	0	0	6	8	6	7	3	0	0	0	0	0	30
7:00	0	0	1	12	20	25	11	9	1	0	0	0	0	79
8:00	0	0	1	10	18	36	20	7	0	0	0	0	0	92
9:00	0	0	3	6	10	16	8	5	1	0	0	0	0	49
10:00	0	0	2	7	11	8	10	6	0	0	0	0	0	44
11:00	0	0	1	10	11	13	10	4	0	0	0	0	0	49
12:00 PM	0	1	1	6	12	22	11	3	2	0	0	0	0	58
13:00	0	0	2	9	16	11	7	9	0	0	0	0	0	54
14:00	0	0	3	6	16	10	11	5	2	0	0	0	0	53
15:00	0	0	2	3	11	24	18	5	1	0	0	0	0	64
16:00	0	0	1	6	21	21	25	5	1	0	0	0	0	80
17:00	0	0	3	14	32	20	11	3	2	0	0	0	0	85
18:00	0	0	2	9	16	15	12	1	1	0	0	0	0	56
19:00	0	0	1	2	8	14	4	2	2	0	0	0	0	33
20:00	0	0	0	3	9	7	4	0	0	0	0	0	0	23
21:00	0	0	2	3	2	3	1	0	0	0	0	0	0	11
22:00	0	0	2	1	3	1	3	0	0	0	0	0	0	10
23:00	0	0	1	0	0	2	0	0	0	0	0	0	0	3
Totals		1	29	116	229	261	174	68	13					891
% of Totals		0%	3%	13%	26%	29%	20%	8%	1%					100%
AM Volumes	0	0	9	54	83	111	67	35	2	0	0	0	0	361
% AM			1%	6%	9%	12%	8%	4%	0%					41%
AM Peak Hour			9:00	7:00	7:00	8:00	8:00	7:00	7:00					8:00
Volume			3	12	20	36	20	9	1					92
PM Volumes	0	1	20	62	146	150	107	33	11	0	0	0	0	530
% PM		0%	2%	7%	16%	17%	12%	4%	1%					59%
PM Peak Hour		12:00	14:00	17:00	17:00	15:00	16:00	13:00	12:00					17:00
Volume		1	3	14	32	24	25	9	2					85

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	171		19%	112		13%	165		19%	443		50%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Aliso Hills Dr	East Bound	30	36	36	43	47	838
Aliso Hills Dr	West Bound	29	36	36	43	48	891

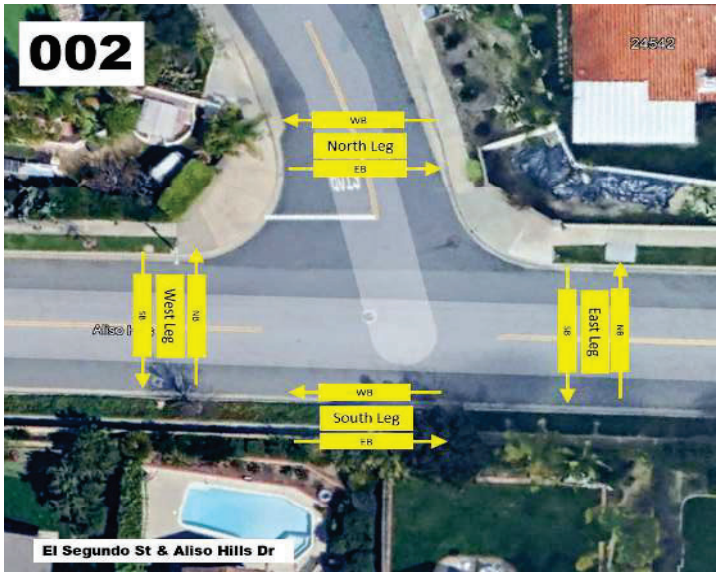
Prepared by National Data & Surveying Services

Pedestrian Study

Location: El Segundo St & Aliso Hills Dr
City: Laguna Hills

Date: 2/26/2025
Day: Wednesday

TIME	Pedestrian								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	***0***
7:15 AM	0	0	1	0	0	0	0	0	***1***
7:30 AM	0	1	1	0	0	0	0	0	***2***
7:45 AM	0	0	1	1	0	0	0	0	***2***
8:00 AM	1	0	0	2	0	0	0	0	***3***
8:15 AM	0	0	0	0	0	1	0	0	***1***
8:30 AM	0	0	0	0	0	0	0	0	***0***
8:45 AM	0	1	0	0	0	0	0	0	***1***
9:00 AM	0	0	0	0	0	1	0	0	***1***
9:15 AM	0	1	1	0	0	0	0	0	***2***
9:30 AM	1	0	0	0	0	0	0	0	***1***
9:45 AM	0	0	1	1	0	1	0	0	***3***
10:00 AM	0	1	1	0	0	0	0	0	***2***
10:15 AM	0	0	1	1	1	0	0	0	***3***
10:30 AM	0	1	0	1	0	0	0	0	***2***
10:45 AM	0	0	1	0	0	0	0	0	***1***
11:00 AM	1	0	0	1	0	0	0	0	***2***
11:15 AM	0	0	1	1	0	1	0	0	***3***
11:30 AM	0	1	0	0	0	0	0	0	***1***
11:45 AM	0	0	0	0	0	0	0	0	***0***
12:00 PM	0	0	0	0	0	0	0	0	***0***
12:15 PM	0	0	2	0	0	0	0	0	***2***
12:30 PM	0	0	0	1	0	0	0	0	***1***
12:45 PM	0	0	2	1	0	2	0	0	***5***
1:00 PM	0	0	0	0	0	0	0	0	***0***
1:15 PM	0	0	0	0	0	0	0	0	***0***
1:30 PM	1	0	0	0	0	0	0	0	***1***
1:45 PM	0	0	0	0	0	0	0	0	***0***
2:00 PM	0	0	0	0	0	0	0	0	***0***
2:15 PM	0	0	0	0	0	0	0	0	***0***
2:30 PM	0	0	0	0	0	0	0	0	***0***
2:45 PM	0	0	0	0	0	0	0	0	***0***
3:00 PM	0	0	0	0	0	0	0	0	***0***
3:15 PM	0	0	0	0	0	0	0	0	***0***
3:30 PM	0	1	0	0	0	0	0	0	***1***
3:45 PM	1	0	0	0	0	0	0	0	***1***
4:00 PM	1	0	0	1	0	0	0	0	***2***
4:15 PM	0	0	2	0	0	0	0	0	***2***
4:30 PM	0	0	2	0	0	0	0	0	***2***
4:45 PM	1	0	0	2	0	0	0	0	***3***
5:00 PM	0	0	0	0	0	1	0	0	***1***
5:15 PM	0	1	0	0	0	2	0	0	***3***
5:30 PM	0	1	0	0	0	1	0	0	***2***
5:45 PM	1	0	1	0	0	0	0	0	***2***
6:00 PM	0	0	0	0	0	0	0	0	***0***
6:15 PM	1	0	0	1	0	0	0	0	***2***
6:30 PM	0	0	0	0	0	0	0	0	***0***
6:45 PM	0	0	0	1	0	0	0	0	***1***
Totals	***9***	***9***	***18***	***15***	***1***	***10***	***0***	***0***	***62***



NOTE: Sidewalk treated as south leg

Prepared by National Data & Surveying Services

VOLUME

Aliso Hills Dr at La Cienega St

Day: Wednesday
Date: 2/26/2025

Highest 8 hours from a Side-Street Perspective

City: Laguna Hills
Project #: CA25_010022_004

DAILY TOTALS	NB	SB	EB	WB	Total
	179	0	838	825	1,842

AM Period	NB		SB		EB		WB		TOTAL	
0:00	0				0		1		1	
0:15	0				1		0		1	
0:30	0				3		0		3	
0:45	0				0	4	1	2	1	6
1:00	0				0		1		1	
1:15	0				0		1		1	
1:30	0				0		0		0	
1:45	1	1			1	1	1	3	3	5
2:00	0				0		0		0	
2:15	0				1		2		3	
2:30	0				0		1		1	
2:45	0				1	2	0	3	1	5
3:00	0				0		0		0	
3:15	0				0		0		0	
3:30	0				0		0		0	
3:45	0				0		0		0	
4:00	0				0		0		0	
4:15	0				1		0		1	
4:30	0				0		1		1	
4:45	0				0	1	0	1	0	2
5:00	0				0		0		0	
5:15	0				1		0		1	
5:30	2				0		3		5	
5:45	0	2			2	3	3	6	5	11
6:00	1				4		5		10	
6:15	0				2		3		5	
6:30	4				3		9		16	
6:45	3	8			5	14	7	24	15	46
7:00	5				11		8		24	
7:15	4				5		22		31	
7:30	8				29		12		49	
7:45	6	23			12	57	21	63	39	143
8:00	7				15		27		49	
8:15	3				17		26		46	
8:30	6				10		18		34	
8:45	5	21			14	56	16	87	35	164
9:00	0				7		12		19	
9:15	4				12		13		29	
9:30	5				7		12		24	
9:45	0	9			14	40	10	47	24	96
10:00	2				13		16		31	
10:15	5				11		9		25	
10:30	0				7		6		13	
10:45	2	9			9	40	14	45	25	94
11:00	3				7		6		16	
11:15	5				7		16		28	
11:30	1				14		12		27	
11:45	4	13			13	41	9	43	26	97
TOTALS		86				259		324		669
SPLIT %		12.9%				38.7%		48.4%		36.3%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	3				11		8		22	
12:15	1				14		16		31	
12:30	2				12		21		35	
12:45	2	8			14	51	10	55	26	114
13:00	1				16		13		30	
13:15	3				18		13		34	
13:30	2				17		12		31	
13:45	2	8			11	62	17	55	30	125
14:00	1				14		8		23	
14:15	4				8		13		25	
14:30	3				18		13		34	
14:45	2	10			19	59	18	52	39	121
15:00	5				18		13		36	
15:15	4				16		18		38	
15:30	0				12		21		33	
15:45	2	11			27	73	11	63	40	147
16:00	1				19		24		44	
16:15	8				15		20		43	
16:30	2				25		19		46	
16:45	1	12			14	73	18	81	33	166
17:00	3				14		25		42	
17:15	6				23		12		41	
17:30	5				20		12		37	
17:45	5	19			16	73	22	71	43	163
18:00	5				24		19		48	
18:15	3				22		11		36	
18:30	3				24		7		34	
18:45	0	11			16	86	14	51	30	148
19:00	1				10		7		18	
19:15	2				6		12		20	
19:30	0				17		8		25	
19:45	0	3			8	41	4	31	12	75
20:00	0				4		8		12	
20:15	4				10		1		15	
20:30	1				6		6		13	
20:45	1	6			12	32	6	21	19	59
21:00	0				6		4		10	
21:15	1				4		3		8	
21:30	0				1		3		4	
21:45	0	1			4	15	3	13	7	29
22:00	1				6		4		11	
22:15	0				2		2		4	
22:30	2				1		0		3	
22:45	1	4			1	10	0	6	2	20
23:00	0				1		0		1	
23:15	0				1		1		2	
23:30	0				2		1		3	
23:45	0				0	4	0	2	0	6
TOTALS		93				579		501		1173
SPLIT %		7.9%				49.4%		42.7%		63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	179	0	838	825	1,842

AM Peak Hour	7:15			7:30	7:45	7:30	PM Peak Hour	17:15		15:45	16:15	15:45
AM Pk Volume	25			73	92	183	PM Pk Volume	21		86	82	173
Pk Hr Factor	0.781			0.629	0.852	0.934	Pk Hr Factor	0.875		0.796	0.820	0.940
7 - 9 Volume	44	0		113	150	307	4 - 6 Volume	31	0	146	152	329
7 - 9 Peak Hour	7:15			7:30	7:45	7:30	4 - 6 Peak Hour	17:00		16:30	16:15	16:00
7 - 9 Pk Volume	25	0		73	92	183	4 - 6 Pk Volume	19	0	76	82	166
Pk Hr Factor	0.781	0.000		0.629	0.852	0.934	Pk Hr Factor	0.792	0.000	0.760	0.820	0.902

SPEED

Aliso Hills Dr E/O La Cienega St

Day: Wednesday
Date: 2/26/2025

City: Laguna Hills
Project #: CA25_010022_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	2
1:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00	0	0	0	0	1	5	0	0	0	0	0	0	0	6
6:00	1	0	0	0	7	11	3	2	0	0	0	0	0	24
7:00	0	0	0	5	6	29	13	9	1	0	0	0	0	63
8:00	0	0	1	3	17	33	23	10	0	0	0	0	0	87
9:00	0	0	0	5	11	15	11	4	1	0	0	0	0	47
10:00	0	1	1	3	11	14	11	4	0	0	0	0	0	45
11:00	0	0	0	3	9	15	11	5	0	0	0	0	0	43
12:00 PM	0	0	0	9	15	16	8	6	1	0	0	0	0	55
13:00	0	1	1	4	12	12	18	4	3	0	0	0	0	55
14:00	0	0	1	3	15	15	10	8	0	0	0	0	0	52
15:00	0	0	0	3	16	19	17	8	0	0	0	0	0	63
16:00	0	0	0	8	23	31	13	6	0	0	0	0	0	81
17:00	0	0	2	10	15	24	12	8	0	0	0	0	0	71
18:00	1	0	0	7	11	22	8	2	0	0	0	0	0	51
19:00	0	0	1	4	5	11	9	1	0	0	0	0	0	31
20:00	0	0	0	2	3	7	7	1	1	0	0	0	0	21
21:00	0	0	0	1	1	11	0	0	0	0	0	0	0	13
22:00	0	0	0	0	2	2	1	1	0	0	0	0	0	6
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Totals	2	2	7	71	184	296	176	80	7					825
% of Totals	0%	0%	1%	9%	22%	36%	21%	10%	1%					100%

AM Volumes	1	1	2	20	65	125	73	35	2	0	0	0	0	324
% AM	0%	0%	0%	2%	8%	15%	9%	4%	0%					39%
AM Peak Hour	6:00	10:00	8:00	7:00	8:00	8:00	8:00	8:00	7:00					8:00
Volume	1	1	1	5	17	33	23	10	1					87
PM Volumes	1	1	5	51	119	171	103	45	5	0	0	0	0	501
% PM	0%	0%	1%	6%	14%	21%	12%	5%	1%					61%
PM Peak Hour	18:00	13:00	17:00	17:00	16:00	16:00	13:00	14:00	13:00					16:00
Volume	1	1	2	10	23	31	18	8	3					81

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	150		18%	110		13%	152		18%	413		50%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Aliso Hills Dr	East Bound	30	36	36	43	46	784
Aliso Hills Dr	West Bound	31	37	37	44	48	825

SPEED

Aliso Hills Dr W/O La Cienega St

Day: Wednesday
Date: 2/26/2025

City: Laguna Hills
Project #: CA25_010022_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	4
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00	0	0	0	0	1	0	2	0	0	0	0	0	0	3
6:00	0	0	0	2	9	3	0	0	0	0	0	0	0	14
7:00	0	1	1	15	18	13	5	3	1	0	0	0	0	57
8:00	0	0	0	7	14	19	9	6	1	0	0	0	0	56
9:00	0	0	2	5	14	13	4	2	0	0	0	0	0	40
10:00	0	1	1	3	11	11	7	5	1	0	0	0	0	40
11:00	1	0	1	2	9	11	16	1	0	0	0	0	0	41
12:00 PM	0	1	3	6	20	10	10	1	0	0	0	0	0	51
13:00	0	0	1	13	10	22	13	3	0	0	0	0	0	62
14:00	1	0	2	6	7	26	11	5	1	0	0	0	0	59
15:00	0	0	0	4	21	24	16	8	0	0	0	0	0	73
16:00	0	0	1	5	15	26	18	6	2	0	0	0	0	73
17:00	0	0	0	6	13	26	19	8	1	0	0	0	0	73
18:00	0	0	0	9	32	32	8	3	2	0	0	0	0	86
19:00	0	0	0	2	14	18	5	2	0	0	0	0	0	41
20:00	1	0	0	4	12	7	5	3	0	0	0	0	0	32
21:00	0	0	0	2	2	7	3	1	0	0	0	0	0	15
22:00	0	0	0	3	1	2	3	1	0	0	0	0	0	10
23:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4
Totals	3	3	13	99	225	274	154	58	9					838
% of Totals	0%	0%	2%	12%	27%	33%	18%	7%	1%					100%

AM Volumes	1	2	6	37	77	73	43	17	3	0	0	0	0	259
% AM	0%	0%	1%	4%	9%	9%	5%	2%	0%					31%
AM Peak Hour	11:00	7:00	9:00	7:00	7:00	8:00	11:00	8:00	7:00					7:00
Volume	1	1	2	15	18	19	16	6	1					57
PM Volumes	2	1	7	62	148	201	111	41	6	0	0	0	0	579
% PM	0%	0%	1%	7%	18%	24%	13%	5%	1%					69%
PM Peak Hour	14:00	12:00	12:00	13:00	18:00	18:00	17:00	15:00	16:00					18:00
Volume	1	1	3	13	32	32	19	8	2					86

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	113		13%	113		13%	146		17%	466		56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Aliso Hills Dr	East Bound	30	36	36	43	47	838
Aliso Hills Dr	West Bound	29	36	36	43	48	891

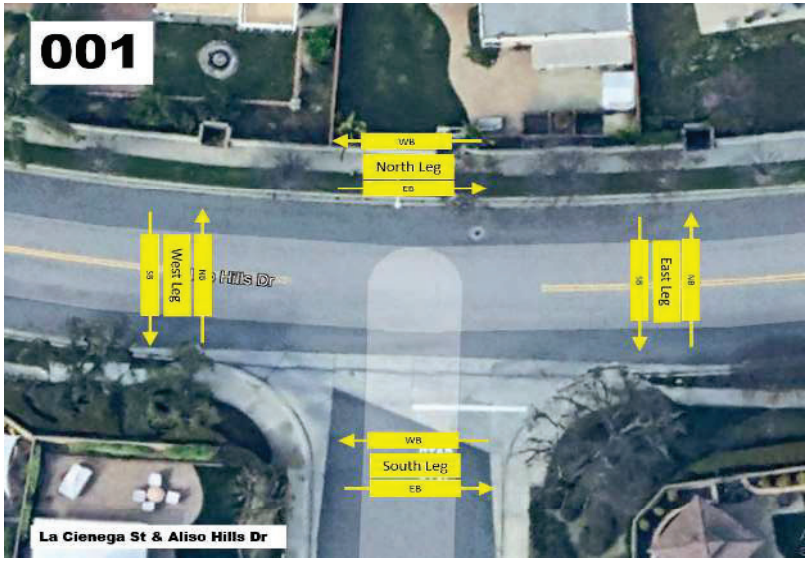
Prepared by National Data & Surveying Services

Pedestrian Study

Location: La Cienega St & Aliso Hills Dr
City: Laguna Hills

Date: 2/26/2025
Day: Wednesday

TIME	Pedestrian								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	***0***
7:15 AM	0	0	0	0	0	0	0	0	***0***
7:30 AM	0	0	1	0	1	0	0	0	***2***
7:45 AM	0	0	0	0	0	0	0	0	***0***
8:00 AM	1	1	1	1	0	0	0	1	***5***
8:15 AM	0	0	0	0	1	0	0	0	***1***
8:30 AM	0	0	0	0	0	0	0	0	***0***
8:45 AM	0	1	0	0	0	0	0	0	***1***
9:00 AM	0	0	0	0	0	0	0	0	***0***
9:15 AM	0	1	1	0	0	0	0	1	***3***
9:30 AM	1	0	0	0	0	0	0	1	***2***
9:45 AM	0	1	0	1	1	0	0	0	***3***
10:00 AM	0	1	2	0	0	0	0	0	***3***
10:15 AM	0	0	0	1	0	0	0	0	***1***
10:30 AM	1	1	0	1	0	0	0	0	***3***
10:45 AM	0	0	2	0	0	0	0	0	***2***
11:00 AM	1	0	0	1	0	0	0	0	***2***
11:15 AM	0	1	1	0	0	0	0	0	***2***
11:30 AM	0	1	0	0	0	0	0	0	***1***
11:45 AM	0	0	0	0	0	0	0	0	***0***
12:00 PM	0	0	0	0	0	0	0	0	***0***
12:15 PM	0	0	2	0	0	0	0	0	***2***
12:30 PM	0	0	0	0	0	0	0	0	***0***
12:45 PM	0	0	2	0	0	0	0	0	***2***
1:00 PM	0	0	0	0	0	0	0	0	***0***
1:15 PM	0	0	0	0	0	0	0	0	***0***
1:30 PM	1	2	0	0	0	0	0	0	***3***
1:45 PM	0	0	0	0	0	0	0	0	***0***
2:00 PM	0	0	0	0	0	0	0	0	***0***
2:15 PM	0	0	0	0	0	0	0	0	***0***
2:30 PM	0	0	0	0	0	0	0	0	***0***
2:45 PM	0	0	0	0	0	0	0	0	***0***
3:00 PM	0	0	0	0	0	0	0	0	***0***
3:15 PM	0	1	0	0	0	0	0	0	***1***
3:30 PM	0	0	0	0	0	0	0	0	***0***
3:45 PM	0	1	0	0	0	0	0	0	***1***
4:00 PM	1	0	0	1	0	0	0	0	***2***
4:15 PM	0	0	0	0	0	0	0	0	***0***
4:30 PM	0	0	2	0	0	0	0	0	***2***
4:45 PM	1	0	0	2	0	0	0	0	***3***
5:00 PM	0	0	1	0	0	0	0	0	***1***
5:15 PM	0	0	0	0	0	0	1	0	***1***
5:30 PM	0	1	0	0	0	0	0	0	***1***
5:45 PM	0	0	1	0	0	0	0	0	***1***
6:00 PM	0	0	0	0	0	0	0	0	***0***
6:15 PM	1	0	0	1	0	0	0	0	***2***
6:30 PM	0	0	0	0	0	0	0	0	***0***
6:45 PM	1	1	0	0	0	0	0	0	***2***
Totals	***9***	***14***	***16***	***9***	***3***	***0***	***1***	***3***	***55***



NOTE: Sidewalk treated as north leg

APPENDIX D

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

CALIFORNIA MUTCD

Table 6C-1. Recommended Advance Warning Sign ~~Minimum~~ Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban ~~(low speed)~~ - 25 mph or less***	100 feet	100 feet	100 feet
Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet
Urban ~~(high speed)~~ - more than 40 mph***	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* ~~Speed category to be determined by the highway agency.~~

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

*** Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed in mph.

Table 6C-2. Stopping Sight Distance as a Function of Speed on Level Roads. (Used as suggested longitudinal buffer space length or location for flagger station)

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

'STANDARD' SIGHT DISTANCES.

* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.

Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6C-4 to calculate L

Table 6C-101(CA). Stopping Sight Distance as a Function of Speed on Downgrades. (Used as suggested longitudinal buffer space length or location for flagger station)

Speed (mph)	% Downgrade (Buffer Space)		
	-3% (feet)	-6% (feet)	-9% (feet)
20	116	120	126
25	158	165	173
30	205	215	227
35	257	271	287
40	315	333	354
45	378	400	427
50	446	474	507
55	520	553	593
60	598	638	686
65	682	728	785
70	771	825	891
75	866	927	1003

'DOWNHILL' SIGHT DISTANCES.

* Exhibit 3-2. A Policy on Geometric Design of Highways and Streets, AASHTO, 2001, p.115.

Danger Crossing Aliso Hills

Parks & Rec Meeting Submission February 5, 2025

Proposal:

- Cross walk with reflector bot dots
- Stop sign with cross walk
- Stop sign to slow traffic
- Speed humps

Problem:

- Cars speeding down or up the hill on Aliso Hills Drive
- Aliso Hills Drive curves and there is a blind spot for pedestrians crossing
- Resident pedestrian traffic crossing is dangerous between Sunrise side and La Cienega
- The only crosswalks are at Alicia Parkway (bottom of the hill) and Alameda (top of the hill)
- Aliso Hills Drive has consistent traffic activity
- Two known accidents on Aliso Hills near El Segundo Street in 2024

Scope of work:
Curb cuts for easement, ADA compliant, possible signage, restriping, creating new traffic habit, etc.

Submitted by: Elizabeth Stolarski, Laguna Hills Resident

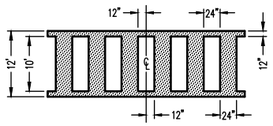
N
W E
S

SCALE: 1" = 80
0 20 40 80

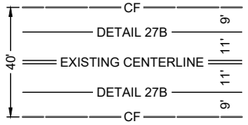
NOTES:

SIGNING AND STRIPING INSTALLATION SHALL CONFORM TO THE 2026 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) LATEST EDITION, THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS (2025 EDITIONS), THE ORANGE COUNTY PUBLIC WORKS STANDARD PLANS, AND ALL ADDENDUMS THERETO.

1. INSTALL SIGN(S) AS SHOWN ON EXISTING POLE OR POST, OR NEW POST, AS SHOWN.
2. INSTALL 6" WHITE EDGE LINE (DETAIL 27B).
3. INSTALL 6" WHITE CHEVRON @ 35' O.C.
4. INSTALL WHITE HIGH-VISIBILITY CROSSWALK PER DETAIL 'A'.
5. INSTALL WHITE YIELD LINE PER CALTRANS STANDARD PLAN A24E.
6. INSTALL WHITE "PED" & "XING" PAVEMENT MARKINGS @ 35' O.C. PER CALTRANS STANDARD PLAN A24D.
7. INSTALL CURB RAMP PER A.P.W.A. STANDARDS.
8. REMOVE & RELOCATE EXISTING W2-2 SIGN PER NOTE 9 AND INSTALL NEW W11-2 & W16-9P SIGNS IN PLACE.
9. INSTALL EXISTING W2-2 (FROM NOTE 8) AND W16-2aP(150 FT) SIGNS ON NEW POST AS SHOWN.



DETAIL 'A'
HIGH-VISIBILITY CROSSWALK (N.T.S.)



DETAIL 'B'
TYPICAL SECTION (N.T.S.)

R1-5

W2-2

W11-2

W16-2aP

W16-7P

(Lt/Rt as req'd)

W16-2aP

W16-9P

FILE: ALISO HILLS-EL SEGUNDO TO LA CIENEGA.dwg

HARTZOG & CRABILL, Inc.

SIGNING & STRIPING IMPROVEMENTS

Aliso Hills Drive - Sierra Bonita to ±650' e/o La Cienega Street

CITY OF LAGUNA HILLS