



CITY OF COMMERCE AGENDA REPORT

TO: Traffic Commission

Item No. 2

SUBJECT: Red Curb Modification Request along North Side of
6001-6035 Sheila Street

MEETING DATE: October 10, 2018

RECOMMENDATION:

Approve the modification of red curb marking along the north side of 6001-6035 Sheila Street in order to improve vehicle ingress & egress, sight distance, traffic safety, and parking availability.

BACKGROUND:

Staff received inquiries, from the City Administrator, from members of the community regarding the lack of available parking along the north side of 6001-6035 Sheila Street that border the Sheila Apartments.

Currently, the entire north side of 6001-6035 Sheila Street has been refreshed all red in order to allow for the large trucks coming in-and-out of the distribution warehouses across from Sheila Street to exit and enter freely without obstruction.

However, the refreshing of the red curb for the entire stretch of 6001-6035 Sheila Street has deprived some residents in the community of available on-street public parking in that area.

ANALYSIS:

During September 2018, Public Works staff visited the site and has completed its analysis regarding the refreshing of the red curb and the availability of on-street public parking.

The initial installation of the red curb was precipitated at the behest of the business owners of the distribution warehouses across from 6001-6035 Sheila Street. These large 18-wheeler trucks that enter and exit the loading docks from these warehouses have to make wide turns in order to access and disembark constantly throughout the day.

Further investigation and observations have shown that the parking of cars and trucks has diminished the sight visibility for drivers of vehicles, primarily trucks, from entering and exiting the distribution warehouse facilities, as shown on the next page.

ATTACHMENT 1



Above photos depict difficulty trucks are having in entering and exiting the loading docks

In order to remedy the situation, red curbs were installed along the entire length of 6001-6035 Sheila Street to allow for these businesses to have their trucks enter and exit with no obstruction. Over time, as the red curbs faded, Staff refreshed the existing red curbs.

However, growing sentiment from the residential community, particularly from those residents at the Sheila Street apartments have brought to the City's attention the lack of on-street public parking that has been exacerbated by the refreshing of the red curbs.

Staff revisited the site and has made recommendations based on the current conditions. The current length of red curb has been deemed excessive, and a modification of its length is warranted to allow for more public on-street parking.

Staff recommends that existing sections of approximately 35-feet and also 80-feet of red curb to remain but remove or "gray-over" the remaining refreshed red curb to allow for more on-street curb parking. Please see *Attachment*. This action will allow for increased parking availability of approximately twelve (12) vehicles, while at the same time allows the large trucks to enter and exit their warehouses since ample red curb will remain.

The removal or modification of almost 115 lineal feet of red curb parking does not impact the overall safety with respect to traffic and parking along this stretch of 6001-6035 Sheila Street.

Parking regulations and curb markings are guided by the California Manual of Uniform Traffic Control Devices (CA MUTCD), the California Vehicle Code (CVC), and the City of Commerce Municipal Code (CMC).

Specifically, per CMC §10.48.020, the City Administrator is authorized to place or remove red curb markings when deemed necessary.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

Staff estimates a cost of approximately \$1,200 for the removal or modification of the existing red curbs along the north side of 6001-6035 Sheila Street, as shown in the Attachment. For the “gray-over” of the sections of the existing red curb, the cost is estimated to be less at \$600. Ample funds are available in the Public Works Operations budget to absorb either cost.

Respectfully submitted,

Maryam Babaki, P.E.
Director of Public Works &
Development Services

Recommended & prepared by:

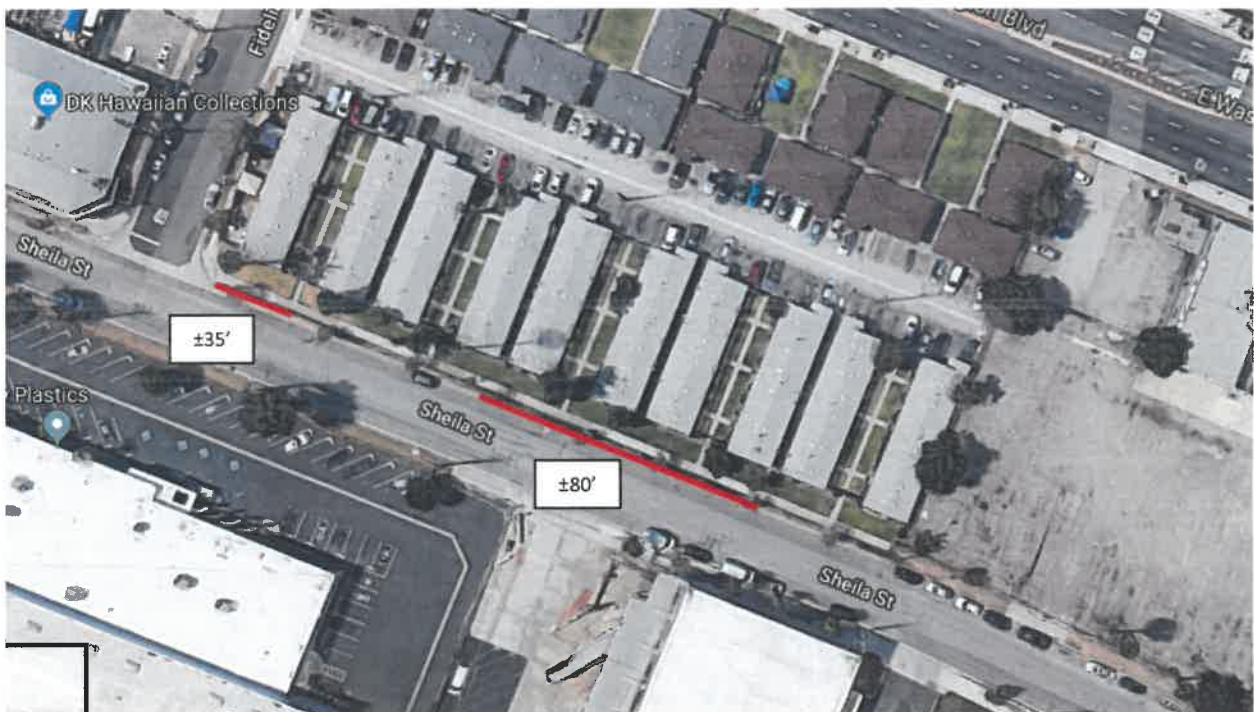
Seung Yang
Traffic Commission Liaison

ATTACHMENT:

- Sheila Street Apartments – Red Curb Scenarios



EXISTING RED CURB SITUATION



PROPOSED RED CURB SITUATION



CITY OF COMMERCE AGENDA REPORT

Item No. **3**

TO: Traffic Commission

SUBJECT: Red Curb Marking Request in the Vicinity of 3338 S. Malt Avenue

MEETING DATE: October 10, 2018

RECOMMENDATION:

Approve the installation of proposed red curb markings in the vicinity of 3338 S. Malt Avenue in order to improve sight distance and traffic safety.

BACKGROUND:

Mr. Amir Seilabi, proprietor of *Cure Apparel, Inc.*, located at 3338 S. Malt Avenue (at the northeast corner of Malt Avenue and Canning Street) in the city of Commerce, brought to Staff's attention the difficulty experienced by its employees and delivery staff from entering into and out of its facility due to lack of sight distance from its two primary driveways.

Currently, parking is allowed next to the two existing driveways that border along Malt Avenue and also along Canning Street. When vehicles are parked next to these driveways, *Cure Apparel's* employees and delivery staff have difficulty going in-and-out of the facility.

ANALYSIS:

On September 2018, Public Works staff visited the site and has completed its analysis regarding the ingress and egress issue confronting the two existing driveways at *Cure Apparel*.

The parking of cars, and especially trucks, adjacent to these existing driveways hinder the sight distance of entering and exiting vehicles from *Cure Apparel*. Along both Malt Avenue and Canning Street, the situations are identical in that vehicles are parked right up against the driveway prevents vehicles that are exiting the driveways from being able to see above the parked vehicles, thereby obstructing their sight distance and hindering the drivers' ability to proceed safely.

In order to remedy the situation, Staff proposes that red curbs should be installed along both ends of each driveway to allow for this business to have their trucks enter and exit with no obstruction. The driveways in question are located along Malt Avenue and Canning Street.

ATTACHMENT 2



Proposed Driveway Red Curbs along Malt Avenue

By installing two sets of red curbs of approximately 15-feet in length at both ends of the driveway along Malt Avenue, this will allow drivers to more easily navigate in-and-out of the driveway. Adequate sight distance permits drivers entering and exiting the facility to do so without obstruction. In addition, along Canning Street, the installation of two sets of red curbs, one measuring 15-feet and the other measuring 4-feet at both ends of the existing driveway will provide similar level of sight distance to permit drivers to enter and exit out of the driveway in a safe manner.



Proposed Driveway Red Curbs along Canning Street

Staff supports the above recommendations for red curb installation in order to improve sight distance and traffic safety when vehicles are entering or exiting these driveways.

The removal of approximately 50 lineal feet of parking does not hinder the overall impact of parking availability since there are ample parking spaces surrounding Malt Avenue and Canning Street.

Parking regulations and curb markings are guided by the California Manual of Uniform Traffic Control Devices (CA MUTCD), the California Vehicle Code (CVC), and the City of Commerce Municipal Code (CMC).

Specifically, per CMC §10.48.020, the City Administrator is authorized to place or remove red curb markings when deemed necessary.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

No Fiscal Impact. Staff will issue an encroachment permit to the contractor selected by the aforementioned proprietor, who will fund the installation cost of the red curbs.

Respectfully submitted,

Maryam Babaki, P.E.
Director of Public Works &
Development Services

Recommended & prepared by:

Seung Yang
Traffic Commission Liaison



CITY OF COMMERCE AGENDA REPORT

Item No. **4**

TO: Traffic Commission

SUBJECT: Red Curb Marking Request across from 5116 and 5136 Triggs Street

MEETING DATE: October 10, 2018

RECOMMENDATION:

Approve the installation of red curb marking across from 5116 and 5136 Triggs Street in order to allow for easier ingress and egress (i.e., entering and exiting) of semi-trailer trucks.

BACKGROUND:

During August and September 2018, Public Works staff met with representatives from *Hanton International, Inc.* and *ACME Linen Company* located at 5116 Triggs Street and 5136 Triggs Street, respectively, to discuss truck ingress and egress issues at their driveways.

Specifically, representatives from both companies voiced their needs to have ample movement of their trucks in order to safely load and unload their merchandise and equipment.

Public Works staff performed site evaluations to determine the merits of the red curb marking request on several different occasions during late September 2018.

ANALYSIS:

Public Works staff has completed its analysis of the requests by *Hanton International, Inc.* and *ACME Linen Company* and has determined the following:

Truck Ingress and Egress

Further investigation and observations have shown that proper ingress and egress (i.e., entering and exiting) of large semi-trailer trucks have been impacted by the parking of other vehicles alongside the curb in the opposite direction of the aforementioned driveway. As a result, these large semi-trailer trucks have difficulty entering and exiting these businesses, which in turn, have impacted business operations in terms of merchandise and equipment delivery.

The photographs below show the *typical* situation in which trucks are now having difficulty entering and exiting the subject facilities.



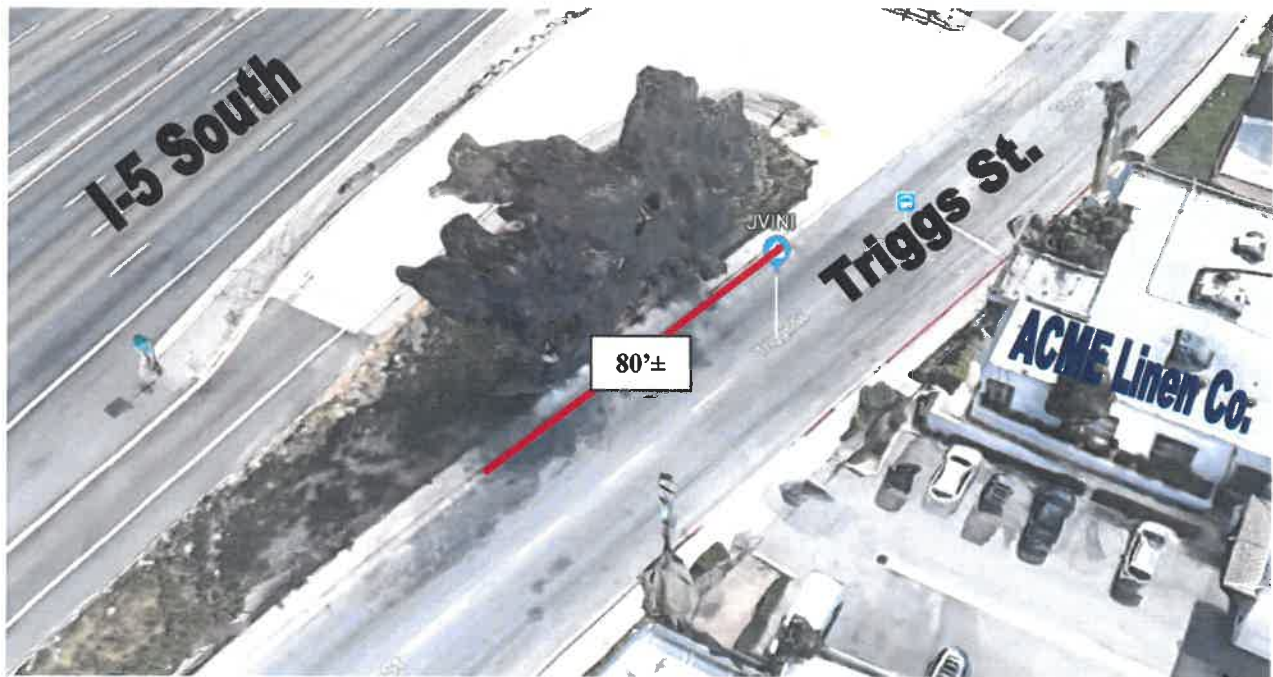
Above photos depict difficulty trucks are having in entering and exiting loading docks

In order to remedy the situation, Public Works staff has determined that red curbs of should be installed across from Triggs Street that will allow enough space for trucks to make their turns when entering and exiting these facilities.

The installation of these red curbs will alleviate the conflict points in which truck drivers encounter as they try to enter and exit their respective loading areas. The confluence of mostly cars that park across from Triggs Street hinder the free movement of these trucks, which ultimately impact the day-to-day business operations of these two businesses: *Hanton International, Inc.* and *ACME Linen Company*.

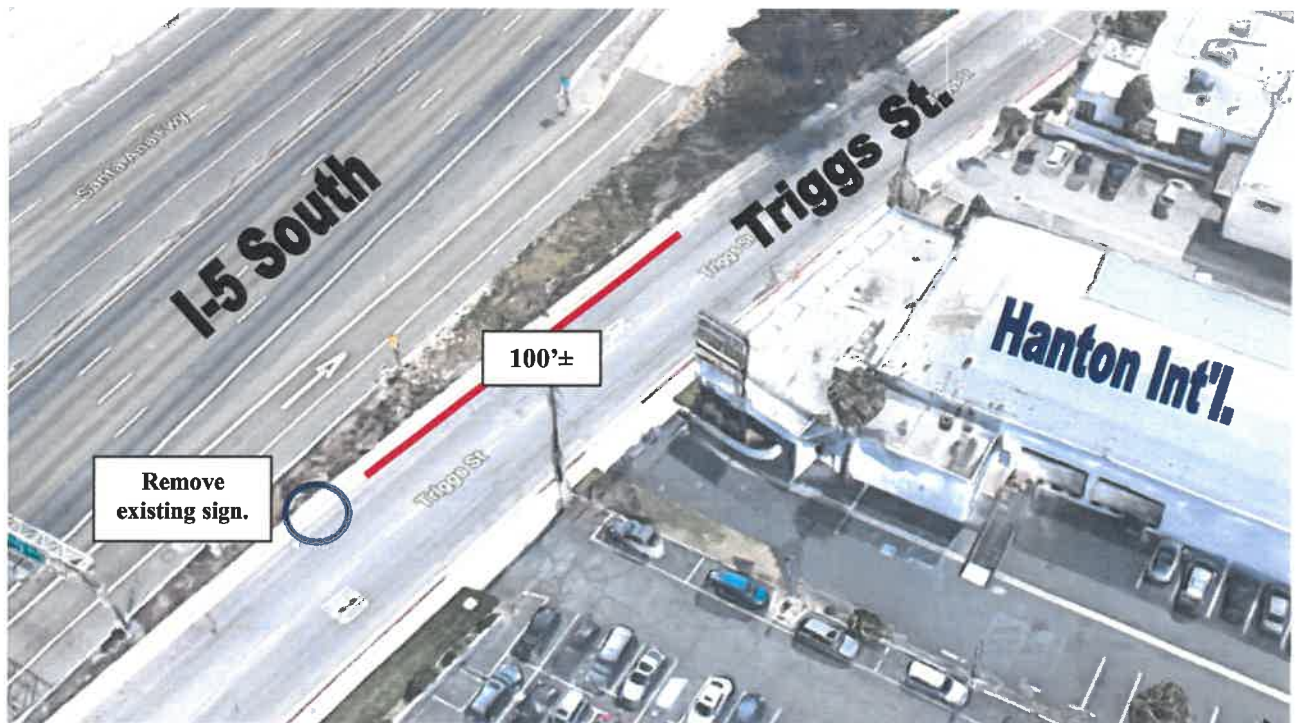
Staff investigated and analyzed the site surrounding Triggs Street and has determined vehicles from the adjacent businesses often park along the northerly side of Triggs Street. In particular, neighboring *Shift, Inc.*, located at 5100 Triggs Street, is an online used car dealership, which parks several fleets of vehicles on its parking lot. However, there are at times, overflow, in which cars owned by *Shift* need to be parked along Triggs Street. The parking of *Shift's* vehicles have created overflow parking issues.

Staff has spoken to *Shift* management and was informed that its vehicles, which park along Triggs Street are essentially those of its employees. *Shift* management is willing to cooperate by restricting its employees to park within its facilities, thus alleviating much of the parking congestion along Triggs Street.



Proposed Red Curb Markings across from 5136 Triggs Street (ACME Linen Co.)

The above diagram depicts the proposed installation of the red curbs across from ACME Linen Company located at 5136 Triggs Street. The proposed red curb length is approximately 80-feet and will allow for trucks to enter and exit its loading facility without obstruction and in a safe manner.



Proposed Red Curb Markings across from 5116 Triggs Street (Hanton International)

The diagram at the bottom of the previous page represents the proposed installation of the red curbs across from *Hanton International* located at 5116 Triggs Street. The proposed red curb length is approximately 100-feet and will allow for trucks to enter and exit its loading facility in a secure manner without obstruction.

In the same diagram, the blue circle represents an existing one-hour truck parking sign, which is now obsolete. Staff recommends the removal of this sign since it no longer serves any useful purpose as the newly proposed red curbs will prevent any vehicular parking whatsoever.



The removal of approximately 180 lineal feet of parking does not hinder the overall impact of parking availability since there are ample parking spaces throughout the length of Triggs Street.

Parking regulations and curb markings are guided by the California Manual of Uniform Traffic Control Devices (CA MUTCD), the California Vehicle Code (CVC), and the City of Commerce Municipal Code (CMC).

Specifically, per CMC §10.48.020, the City Administrator is authorized to place red curb markings when deemed necessary.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

No Fiscal Impact. Staff will issue an encroachment permit to the contractor(s) selected by the aforementioned proprietors, *ACME Linen Co.* and *Hanton International*, who will fund the installation cost of the red curbs.

Respectfully submitted,

Maryam Babaki, P.E.
Director of Public Works &
Development Services

Recommended & prepared by:

Seung Yang
Traffic Commission Liaison



CITY OF COMMERCE AGENDA REPORT

Item No. **5**

TO: Traffic Commission

SUBJECT: Red Curb Marking Request in the Vicinity of 7301 Slauson Avenue

MEETING DATE: October 10, 2018

RECOMMENDATION:

Approve the installation of proposed red curb markings in the vicinity of 7301 Slauson Avenue in order to improve sight distance and traffic safety when entering or exiting the existing driveway.

BACKGROUND:

Representatives from the *Caltrans Maintenance Station*, located in between 7300-7308 Bandini Boulevard and 7301 Slauson Avenue in the city of Commerce, brought to Staff's attention the difficulty experienced by its employees and delivery staff from entering into and out of its facility due to lack of sight distance from its primary driveway along 7301 Slauson Avenue.

Currently, parking is allowed next to the primary driveway that borders along 7301 Slauson Avenue. When vehicles are parked next to this driveway, employees and delivery staff from the *Caltrans Maintenance Station* have difficulty going in-and-out of the facility.

ANALYSIS:

On September 2018, Public Works staff visited the site and has completed its analysis regarding the ingress and egress issue confronting the existing primary driveway at the *Caltrans Maintenance Station's* 7301 Slauson Avenue entrance.

The parking of cars, and especially trucks, adjacent to this existing driveway hinder the sight distance of entering and exiting vehicles from the *Caltrans Maintenance Station*. Vehicles are parked right up against the driveway, and this prevents vehicles that are exiting the driveway from being able to see above the parked vehicles, thereby obstructing the drivers' sight distance and hindering their ability to proceed safely.

In order to remedy the situation, Staff proposes that red curbs should be installed along both ends of the primary driveway along 7301 Slauson Avenue to allow for this facility to have its trucks enter and exit with no obstruction.

ATTACHMENT 4



Proposed Driveway Red Curbs along 7301 Slauson Avenue

By installing the main red curb of approximately 70-feet in length [up to the power pole (PP)] at the easterly end of the driveway along Slauson Avenue, this will allow drivers to more easily navigate in-and-out of the driveway. Adequate sight distance permits drivers entering and exiting the facility to do so without obstruction. In addition, the refreshment of the existing red curb of 25-feet to the west of the driveway along Slauson Avenue will provide similar level of sight distance to permit drivers to enter and exit out of the driveway in a safe manner.

Staff supports the above recommendations for red curb installation in order to improve sight distance and traffic safety when vehicles are entering or exiting this driveway

The removal of approximately 95 lineal feet of parking does not hinder the overall impact of parking availability since there are ample parking spaces along Slauson Avenue.

Parking regulations and curb markings are guided by the California Manual of Uniform Traffic Control Devices (CA MUTCD), the California Vehicle Code (CVC), and the City of Commerce Municipal Code (CMC).

Specifically, per CMC §10.48.020, the City Administrator is authorized to place or remove red curb markings when deemed necessary.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

No Fiscal Impact. An encroachment permit will be issued to the *Caltrans Maintenance Station*, in which it has staff and the resources to perform the installation of the red curbs.

Respectfully submitted,

Maryam Babaki, P.E.
Director of Public Works &
Development Services

Recommended & prepared by:

Seung Yang
Traffic Commission Liaison



CITY OF COMMERCE AGENDA REPORT

Item No. 6

TO: Traffic Commission

SUBJECT: Red Curb Marking Request along South Side of 5440 Telegraph Road

MEETING DATE: October 10, 2018

RECOMMENDATION:

Approve the additional installation of proposed red curb markings along the south side of 5440 Telegraph Road in order to improve vehicle ingress & egress, sight distance, and traffic safety.

BACKGROUND:

The existing *Commerce Mitsubishi* (formerly *Commerce Hyundai*) automobile dealership located at 5400 Telegraph Road has experienced traffic issues related to vehicles being able to enter and exit its premises, sight distance at its driveways, and overall traffic safety.

Currently, parking is allowed alongside southerly Telegraph Road starting from the Mixmaster intersection towards the northbound I-5 freeway on-ramp.

Instances of traffic collisions and “near-misses” have prompted City staff to investigate the need for improvements in the area and reduce such traffic incidences.

ANALYSIS:

During August and September 2018, Public Works staff visited the site and has completed its analysis regarding traffic issues along the south side of Telegraph Road from the Mixmaster intersection to the northbound I-5 freeway on-ramp.

Staff observations during the site visit revealed significant vehicles have parked along the south side of Telegraph Road next to the dealership that may have contributed to sight visibility issues. There exists significant stretch of red curb from the Mixmaster intersection to the first driveway of the *Commerce Mitsubishi* dealership. However, the subsequent stretch of curb is not marked red, which allows vehicles to park there.

The instances of traffic incidences have been precipitated largely due to the large volume of parked vehicles that may have restricted the traffic flow for southbound Telegraph Road. In addition, the I-5 freeway on-ramp is situated at the intersection of Camfield Avenue, which

heightens the “confluence” of vehicles in the area, thereby increasing the likelihood of traffic incidents.

By observing collision statistics compiled by the California Highway Patrol (CHP) through its *Statewide Integrated Traffic Records System* (SWITRS), Staff determined that eight (8) traffic accidents transpired during the past year from September 2017 through September 2018 between the Mixmaster intersection to Camfield Avenue (which is across from the I-5 freeway on-ramp). Please see *Attachment*.

Many of the traffic collisions consisted of the following: head-on, side-swipe, rear end, etc. In most instances, such incidents reflect driver error, in conjunction with the lack of sight visibility with cars parked along the southerly side of Telegraph Road. Although these parked vehicles cannot be definitively designated as the primary cause of these collisions, Staff has assessed that these parked vehicles do pose a contributing factor.

Moreover, the parked cars along the first driveway of the Commerce Mitsubishi dealership hinder the sight distance of the drivers trying to exit the facility. This is also true for the second driveway as well.

An additional negative factor is during when traffic is at its peak or during the height of holiday traffic, parked vehicles at the southerly side of Telegraph Road “constrict” the available width of street, thereby increasing the likelihood of cars “bumping against” other cars.

In order to remedy the situation, Staff proposes that red curbs should be installed throughout the length of southerly Telegraph Road in front of the *Commerce Mitsubishi* from the Mixmaster intersection to Camfield Avenue (I-5 freeway entrance):



Proposed Driveway Red Curbs along southerly 5440 Telegraph Rd.

By installing a red curb of approximately 90-feet in length between the two existing driveways, as well as installing another red curb of approximately 205-feet in length after the second existing driveway, this would provide adequate sight distance that permits drivers entering and exiting the facility to do so without obstruction.

Staff also met and spoke with management at Commerce Mitsubishi and learned that most of the cars parked along the southerly side of Telegraph Road are actually employees of the dealership. Management at the car dealership reported to Staff that alternate arrangements can be made for the parking of employee vehicles.

Staff supports the above recommendations for red curb installation along 5440 Telegraph Road in order to improve sight distance and traffic safety.

The removal of approximately 295 lineal feet of parking does not hinder the overall impact of parking availability since ample parking is available at the adjoining side streets throughout the length of Telegraph Road.

Parking regulations and curb markings are guided by the California Manual of Uniform Traffic Control Devices (CA MUTCD), the California Vehicle Code (CVC), and the City of Commerce Municipal Code (CMC).

Specifically, per CMC §10.48.020, the City Administrator is authorized to place or remove red curb markings when deemed necessary.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

Staff estimates a cost of approximately \$2,500, both labor and material, for the installation of new red curbs along the south side of 5440 Telegraph Road, as shown in the diagram on page 2 of this report. Ample funds are available in the Public Works Operations budget to absorb this cost.

Respectfully submitted,

Maryam Babaki, P.E.
Director of Public Works &
Development Services

Recommended & prepared by:

Seung Yang
Traffic Commission Liaison

ATTACHMENT:

- CHP SWITRS Report for Specific Section of Telegraph Rd.

Include State Highways cases

Report Run On: 09/28/2018

Primary Rd	SUPPLY AV	Distance (ft)	335	Direction	N	Secondary Rd	CONDOR ST	NCIC	1900	State Hwy?	N	Route	Postmile	Postmile Prefix	Collision Date	20180130	Time	1233	Day	TUE	Side of Hwy
City	Commerce	County	Los Angeles	Population	3	Rpt Dist	0245	Beat	2723D	Type	0	CalTrans	Badge	C1123	Collision Date	20180130	Time	1233	Day	TUE	Side of Hwy
Primary Collision Factor	R-O-W AUTO	Weather2		Violation	21804A	Collision Type	REAR END	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180507		
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Lighting	DAYLIGHT	Ped Action				Cntrl Dev	NT PRS/FCTR	Loc Type		Spec Cond	0				
Hit and Run				Motor Vehicle Involved With	OTHER MV																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	M	W	HNBD	BACKING	E	A	0700	FORD	2007	-	3	N	-	M	G				
2	PRKD	998	-	-	-	PARKED	S	A	0100	TOYOT	2005	-	-	A	22500	-	-				
Primary Rd	SYCAMORE ST	Distance (ft)	0	Direction	0	Secondary Rd	SUPPLY AV	NCIC	1900	State Hwy?	N	Route	Postmile	Postmile Prefix	Collision Date	20180423	Time	0700	Day	MON	Side of Hwy
City	Commerce	County	Los Angeles	Population	3	Rpt Dist	0245	Beat	27T	Type	0	CalTrans	Badge	610405	Collision Date	20180423	Time	0700	Day	MON	Side of Hwy
Primary Collision Factor	STOP SGN/SIG	Weather2		Violation	22450A	Collision Type	HEAD-ON	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180524		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Lighting	DAYLIGHT	Ped Action				Cntrl Dev	NT PRS/FCTR	Loc Type		Spec Cond	0				
Hit and Run				Motor Vehicle Involved With	OTHER MV																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	-	-	PROC ST	S	A	0100	HONDA	1997	-	3	N	-	M	L				
2	DRVR	64	M	W	HNBD	PROC ST	W	A	0100	FORD	2005	-	3	N	-	M	L				
Primary Rd	TELEGRAPH AV	Distance (ft)	0	Direction	0	Secondary Rd	TUBEWAY AV	NCIC	1900	State Hwy?	N	Route	Postmile	Postmile Prefix	Collision Date	20171007	Time	1920	Day	SAT	Side of Hwy
City	Commerce	County	Los Angeles	Population	3	Rpt Dist	0245	Beat	027	Type	0	CalTrans	Badge	614055	Collision Date	20171007	Time	1920	Day	SAT	Side of Hwy
Primary Collision Factor	IMPROP TURN	Weather2		Violation	22100B	Collision Type	HEAD-ON	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2	#Killed	0	#Injured	3	Tow Away?	Y	Process Date	20180108		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Lighting	DARK - ST	Ped Action				Cntrl Dev	FNCNG	Loc Type		Spec Cond	0				
Hit and Run				Motor Vehicle Involved With	OTHER MV																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	M	H	HNBD	STOPPED	W	A	0700	CHEVR	2015	-	3	N	-	L	B				
2	DRVR	34	F	A	HNBD	PROC ST	N	A	0100	LEXUS	1998	-	3	N	-	L	B				
Primary Rd	TELEGRAPH RD	Distance (ft)	120	Direction	W	Secondary Rd	ATLANTIC BL	NCIC	1900	State Hwy?	N	Route	Postmile	Postmile Prefix	Collision Date	20180326	Time	1531	Day	MON	Side of Hwy
City	Commerce	County	Los Angeles	Population	3	Rpt Dist	0245	Beat	2723	Type	0	CalTrans	Badge	0702	Collision Date	20180326	Time	1531	Day	MON	Side of Hwy
Primary Collision Factor	LANE CHANGE	Weather2		Violation	21658A	Collision Type	BROADSIDE	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180517		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Lighting	DAYLIGHT	Ped Action				Cntrl Dev	NT PRS/FCTR	Loc Type		Spec Cond	0				
Hit and Run				Motor Vehicle Involved With	OTHER MV																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	H	HNBD	CHANG LN	E	A	0100	HONDA	2018	-	3	N	-	M	G				
2	DRVR	45	M	H	HNBD	PROC ST	E	G	2728	PETER	2012	-	3	N	-	M	G				
Primary Rd	TELEGRAPH RD	Distance (ft)	15	Direction	N	Secondary Rd	ATLANTIC BL	NCIC	1900	State Hwy?	N	Route	Postmile	Postmile Prefix	Collision Date	20180403	Time	1701	Day	TUE	Side of Hwy
City	Commerce	County	Los Angeles	Population	3	Rpt Dist	0245	Beat	2722P	Type	0	CalTrans	Badge	C11175	Collision Date	20180403	Time	1701	Day	TUE	Side of Hwy
Primary Collision Factor	NOT DRIVER	Weather2		Violation		Collision Type	REAR END	Rdwy Cond1	NO UNUSL	CND	Rdwy Cond2	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180514		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Lighting	DAYLIGHT	Ped Action				Cntrl Dev	FNCNG	Loc Type		Spec Cond	0				
Hit and Run				Motor Vehicle Involved With	OTHER MV																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	25	F	H	HNBD	LFT TURN	E	A	0100	TOYOT	2003	-	3	L	-	M	G				
2	DRVR	23	M	H	HNBD	LFT TURN	E	A	0100	CHEVR	2012	-	3	L	-	M	G				

09/27/2017 thru 09/27/2018

Total Count: 1213

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 09/28/2018

Primary Rd		TELEGRAPH RD		Distance (ft)		0		Direction		Population		3		Rpt Dist		0241		Secondary Rd		ATLANTIC BL		NCIC		1900		State Hwy?		N		Route		614431		Postmile Prefix		20180728		Time		2330		Day		SAT	
City		Commerce		County		Los Angeles		Direction		Population		3		Rpt Dist		0241		Secondary Rd		ATLANTIC BL		NCIC		1900		State Hwy?		N		Route		614431		Postmile Prefix		20180728		Time		2330		Day		SAT	
Primary Collision Factor		R-O-W AUTO		Weather1		CLEAR		Direction		Population		3		Rpt Dist		0241		Secondary Rd		ATLANTIC BL		NCIC		1900		State Hwy?		N		Route		614431		Postmile Prefix		20180728		Time		2330		Day		SAT	
Weather1		CLEAR		Weather2		Weather2		Direction		Population		3		Rpt Dist		0241		Secondary Rd		ATLANTIC BL		NCIC		1900		State Hwy?		N		Route		614431		Postmile Prefix		20180728		Time		2330		Day		SAT	
Hit and Run		Motor Vehicle Involved With OTHER MV		Weather2		Weather2		Direction		Population		3		Rpt Dist		0241		Secondary Rd		ATLANTIC BL		NCIC		1900		State Hwy?		N		Route		614431		Postmile Prefix		20180728		Time		2330		Day		SAT	
Party Type		Age Sex Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make Year		SP Info		OAF1		Viol		OAF2		Safety Equip		Role		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1		DRVR		72 M		W HNBD		LFT TURN		W		-		0031		OTHER 2016		-		-		N		-		-		-		-		-		-		-		-		-		-		-	
2F		DRVR		31 M		H HNBD		PROC ST		S		D		2200		TOYOT 2005		-		-		N		-		-		-		-		-		-		-		-		-		-		-	
Primary Rd		TELEGRAPH RD		Distance (ft)		0		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		616135		Postmile Prefix		20170929		Time		1735		Day		FRI	
City		Commerce		County		Los Angeles		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		616135		Postmile Prefix		20170929		Time		1735		Day		FRI	
Primary Collision Factor		IMPROP TURN		Weather1		CLEAR		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		616135		Postmile Prefix		20170929		Time		1735		Day		FRI	
Weather1		CLEAR		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		616135		Postmile Prefix		20170929		Time		1735		Day		FRI	
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		616135		Postmile Prefix		20170929		Time		1735		Day		FRI	
Party Type		Age Sex Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make Year		SP Info		OAF1		Viol		OAF2		Safety Equip		Role		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		25 F		H HNBD		PROC ST		S		A		0100		MITSU 2003		-		3		N		-		-		-		-		-		-		-		-		-		-		-	
Primary Rd		TELEGRAPH RD		Distance (ft)		60		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		510559		Postmile Prefix		20171011		Time		2205		Day		WED	
City		Commerce		County		Los Angeles		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		510559		Postmile Prefix		20171011		Time		2205		Day		WED	
Primary Collision Factor		OTHER HAZ		Weather1		CLEAR		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		510559		Postmile Prefix		20171011		Time		2205		Day		WED	
Weather1		CLEAR		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		510559		Postmile Prefix		20171011		Time		2205		Day		WED	
Hit and Run		Motor Vehicle Involved With OTHER MV		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		510559		Postmile Prefix		20171011		Time		2205		Day		WED	
Party Type		Age Sex Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make Year		SP Info		OAF1		Viol		OAF2		Safety Equip		Role		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		46 F		H HNBD		LFT TURN		W		A		0800		TOYOT 2016		-		3		-		-		-		-		-		-		-		-		-		-		-		-	
2		DRVR		43 F		H HNBD		LFT TURN		W		A		0100		CHEVR 2016		-		3		-		-		-		-		-		-		-		-		-		-		-		-	
Primary Rd		TELEGRAPH RD		Distance (ft)		100		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		533011		Postmile Prefix		20171202		Time		1700		Day		SAT	
City		Commerce		County		Los Angeles		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		533011		Postmile Prefix		20171202		Time		1700		Day		SAT	
Primary Collision Factor		STRTNGJBCKNG		Weather1		CLEAR		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		533011		Postmile Prefix		20171202		Time		1700		Day		SAT	
Weather1		CLEAR		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		533011		Postmile Prefix		20171202		Time		1700		Day		SAT	
Hit and Run		Motor Vehicle Involved With OTHER MV		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		533011		Postmile Prefix		20171202		Time		1700		Day		SAT	
Party Type		Age Sex Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make Year		SP Info		OAF1		Viol		OAF2		Safety Equip		Role		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		49 M		W HNBD		CHANG LN		W		A		0700		FORD 2003		-		3		O		-		-		-		-		-		-		-		-		-		-		-	
2		DRVR		52 F		H HNBD		STOPPED		W		A		0700		CHEVR 2016		-		3		O		-		-		-		-		-		-		-		-		-		-		-	
Primary Rd		TELEGRAPH RD		Distance (ft)		0		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		610421		Postmile Prefix		20180104		Time		2215		Day		THU	
City		Commerce		County		Los Angeles		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		610421		Postmile Prefix		20180104		Time		2215		Day		THU	
Primary Collision Factor		IMPROP TURN		Weather1		CLEAR		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		610421		Postmile Prefix		20180104		Time		2215		Day		THU	
Weather1		CLEAR		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		610421		Postmile Prefix		20180104		Time		2215		Day		THU	
Hit and Run		Motor Vehicle Involved With OTHER MV		Weather2		Weather2		Direction		Population		3		Rpt Dist		0245		Secondary Rd		CAMFIELD AV		NCIC		1900		State Hwy?		N		Route		610421		Postmile Prefix		20180104		Time		2215		Day		THU	
Party Type		Age Sex Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make Year		SP Info		OAF1		Viol		OAF2		Safety Equip		Role		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		22 M		W HNBD		CHANG LN		W		-		0000		JEEP 2017		-		3		-		-		-		-		-		-		-		-		-		-		-		-	
2		DRVR		20 F		H HNBD		PROC ST		W		-		0000		HONDA 2013		-		3		-		-		-		-		-		-		-		-		-		-		-		-	

ATTACHMENT 5~CHP SWITRS REPORT (TELEGRAPH RD.)

09/27/2017 thru 09/27/2018

Total Count: 1213

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 09/28/2018

Primary Rd		TELEGRAPH RD		Distance (ft)	6	Direction	3		Rpt Dist	0245	CANFIELD AV	NCIC	1900	State Hwy?	N	Route	Badge	610405	Collision Date	20171121	Postmile	Side of Hwy				
City		Commerce		County	Los Angeles	Population	Violation	21801	Surface	DRY	HEAD-ON	Type	0	CalTrans	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Time 1250 Day TUE				
Primary Collision Factor		R-O-W-AUTO		Weather2																	Process Date 20180220					
Weather1		CLEAR		Weather2																	Spec Cond 0					
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT														Ramp/Int					
Party Info																					Victim Info					
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	55	M	W	HNBD		PROC ST	W	D	2200	NISSA	2004	-	3	N	-	M	G	DRVR	COMP PN 55	-	9	-	3	-	-
2F	DRVR	62	M	W	HNBD		LFT TURN	E	I	2000	OTHER	2017	-	3	N	-	M	G								
3	DRVR	28	F	H	HNBD		PROC ST	S	A	0100	CHEVR	2016	-	3	N	-	M	G								
Primary Rd		TELEGRAPH RD		Distance (ft)	130	Direction	3		Rpt Dist	0245	CARRIER AV	NCIC	1900	State Hwy?	N	Route	Badge	C11056	Collision Date	20180707	Postmile	Side of Hwy				
City		Commerce		County	Los Angeles	Population	Violation	22350	Surface	DRY	REAR END	Type	0	CalTrans	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Time 2311 Day SAT				
Primary Collision Factor		UNSAFE SPEED		Weather2																	Process Date 20180907					
Weather1		CLEAR		Weather2																	Spec Cond 0					
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST														Ramp/Int					
Party Info																					Victim Info					
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	98	-	IMP UNK	IMP UNK		PROC ST	-	-	-	0000	-	-	-	O	-	-	-	NT PRS/FCTR	Loc Type						
2	DRVR	40	M	H	HNBD		STOPPED	W	A	0700	CHEVR	2001	-	3	N	-	M	G								
3	DRVR	50	F	H	HNBD		STOPPED	W	A	0700	NISSA	2004	-	3	N	-	M	G								
4	DRVR	60	F	A	HNBD		STOPPED	W	A	0100	NISSA	2017	-	3	N	-	M	G								
Primary Rd		TELEGRAPH RD		Distance (ft)	105	Direction	3		Rpt Dist	0246	CHURCH RD	NCIC	1900	State Hwy?	N	Route	Badge	531014	Collision Date	20171103	Postmile	Side of Hwy				
City		Commerce		County	Los Angeles	Population	Violation	22350	Surface	DRY	REAR END	Type	0	CalTrans	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Time 2200 Day FRI				
Primary Collision Factor		UNSAFE SPEED		Weather2																	Process Date 20180220					
Weather1		CLEAR		Weather2																	Spec Cond 0					
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST														Ramp/Int					
Party Info																					Victim Info					
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	M	H	HNBD		PROC ST	E	A	0100	HONDA	2008	-	3	N	-	M	G	DRVR	COMP PN 27	F	1	0	M	G	
2	DRVR	27	F	H	HNBD		STOPPED	E	A	0100	PONTI	2007	-	3	N	-	M	G								
Primary Rd		TELEGRAPH RD		Distance (ft)	0	Direction	3		Rpt Dist	0245	CHURCH RD	NCIC	1900	State Hwy?	N	Route	Badge	C11013	Collision Date	20180727	Postmile	Side of Hwy				
City		Commerce		County	Los Angeles	Population	Violation	22107	Surface	DRY	SIDESWIPE	Type	0	CalTrans	PDO	#Killed	0	#Injured	0	Tow Away?	N	Time 0843 Day FRI				
Primary Collision Factor		IMPROP TURN		Weather2																	Process Date 20180907					
Weather1		CLEAR		Weather2																	Spec Cond 0					
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT														Ramp/Int					
Party Info																					Victim Info					
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	A	HNBD		CHANG LN	W	A	0100	NISSA	2018	-	3	N	-	M	G	NT PRS/FCTR	Loc Type						
2	DRVR	49	M	H	HNBD		PROC ST	W	A	0100	FORD	2014	-	3	N	-	M	G								
Primary Rd		TELEGRAPH RD		Distance (ft)	0	Direction	3		Rpt Dist	0245	CITADEL DR	NCIC	1900	State Hwy?	N	Route	Badge	610421	Collision Date	20180105	Postmile	Side of Hwy				
City		Commerce		County	Los Angeles	Population	Violation	22107	Surface	WET	SIDESWIPE	Type	0	CalTrans	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Time 2300 Day FRI				
Primary Collision Factor		IMPROP TURN		Weather2																	Process Date 20180517					
Weather1		CLEAR		Weather2																	Spec Cond 0					
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST														Ramp/Int					
Party Info																					Victim Info					
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	M	H	HNBD		LFT TURN	E	-	-	0000	LEXUS	1995	-	3	-	-	M	G	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP
2	DRVR	40	F	W	HNBD		RGT TURN	W	-	-	0000	CHEVR	2011	-	3	-	-	M	G							

Page 211

This report is accepted subject to the Terms of Use. Due to collision records processing backlogs, SWTRS data is typically seven months behind. Data requested for dates seven months prior to the current date will be incomplete.

ATTACHMENT 5~CHP SWITRS REPORT (TELEGRAPH RD.)