Sports Center Crosswalk

Who uses it, what residents experience, and what would help

Located at 22801 Nadine Circle, Torrance, CA 90505 | Oct 9, 2026

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The short version

This crosswalk leads to the pool, gym, tennis courts and clubhouse, and its users are mostly in their 70s and older. Drivers come around a curve past parked cars, and the crosswalk is hard to see until they are close. On Sept 28, with fresh paint, flashing beacons and 24 neighbors holding signs, **10 drivers did not stop or yield**. See the attached Sept 28 event recap.

The July 10 collision, when a driver struck a pedestrian in the crosswalk at Nadine Circle and W. 229th Pl, was the moment our senior community decided we needed to do more and also ask for help. Over the last six years the problem has seemed to worsen on this unique loop. Many accidents and near misses never reach the City or the Torrance Police Department (TPD): police respond only to serious-injury collisions, and dispatch takes no report without a make, model and plate, which a senior cannot catch at that speed. We understand TPD is short on staff, so we are hoping for a fresh set of engineering eyes.

We are grateful for the refreshed paint work this week, and to the Traffic Commission for listening to our oral statements on Oct 5, 2026. The paint truly helps, and we know repainting restores what was already there. We would welcome an engineer's eyes on site, with the people who use this crosswalk in mind, and we would like to help you get the solution right the first time. We hope data can be collected to give the engineers what they need for a comprehensive solution, so public dollars are impactful and efficient.

Who uses this crosswalk

New Horizons is a 55+ community consisting of 600 units with a **median age of 78** (see Exhibit C). Residents cross here every day, often alone, and many are also the drivers on this street. Here is what age does to a person at a crosswalk, and to a driver approaching it:

See	Many residents are visually impaired from age-related macular degeneration or cataracts. Faint paint, glare and low light make things hard to see.
Hear	Many residents are hearing impaired and cannot hear electric cars or e-bikes coming. They need to see the warning, not hear it.
Think	Judging how fast a car is coming takes longer. Clear, simple, obvious signals help the most.
Move	Slow walking. Many use canes, walkers, scooters or wheelchairs and cannot jump out of the way. **The button must be closer to the ramp entrance for safety.** Stepping off a curb with a cane or walker is a serious fall hazard.

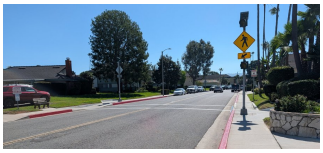
What residents experience & what drivers see



1. Across from Access 7: no crosswalk in sight.



2. By Access 8: the pole is about 94 ft ahead.



3. Closer, west side: the beacon pole, then the crosswalk.

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1. The curve hides the crosswalk from fast drivers

Southbound drivers come around the curve from Access 5 to 8, with parked cars along the curb. At speed, the crosswalk does not come into view until they are almost on it.

On Sept 28, nine of the ten drivers who did not stop or yield were southbound, coming around this curve. Speed was noted for some of them, and the curve itself looks like a factor. That evening a senior couple was nearly hit. **It would help to measure** how far back a driver can see a person at each ramp, and how fast cars really go.

From what we see every day, we believe typical speeds through this curve are well above the speed limit. We would welcome **a discreet speed and volume study**, with road tubes or a hidden counter and no visible trailer or sign, so it records real driving without changing behavior and skewing the data.

2. By Access 8, the crosswalk is only about 94 ft away

From the Access 8 sign to the pole, it is 29 sidewalk squares, about 94 ft (each square is about 3.25 ft). The crosswalk is just beyond the pole.

A car at 25 mph needs about 155 ft to stop, and at 30 mph about 200 ft, so a driver who first sees the crosswalk here may not be able to stop in time. The only warning here is the XING legend on the pavement. The yellow pedestrian sign is small and far ahead.



Front: sign and flashers face one way



Back: no flashers, no sign face

3. The warning lights face only one way

Each pole has a pedestrian sign and flashing lights facing one direction. Drivers coming the other way see the back of a sign. They get no warning from that pole.

The flashers are older round lights. Brighter rapid-flash lights (RRFB) on both sides, facing both directions, would be much easier to notice.

The push button is on the back of the pole, opposite the beacons. A person who presses it cannot see any of the four beacons flash. To check that they are working, they must walk around the pole, then walk about 18 ft to the ramp to enter. We wonder whether the lower beacon could be turned to face the button, or a confirmation added at the button (a speech message, a vibration and a light) so users know the beacons are flashing.



West pole: 17 ft 8 in to crosswalk center



East pole: 18 ft 9 in to crosswalk center

4. The button is too far from the ramp

We measured from each pole to the center of the crosswalk, which is the 6 ft mark of its 12 ft width: **17 ft 8 in** at the west pole (southbound side, closest to the Sports Center) and **18 ft 9 in** at the east pole. Even to the nearest edge of the crosswalk it is about 12 ft.

Walking south on the west sidewalk, a person reaches the pole first, then has about 18 ft more to the ramp. Coming the other way, they reach the ramp first, must walk past it to the button, then come back. At a slow pace, 18 ft takes **6 to 9 seconds each way**. We timed the beacons repeatedly, and each time they flashed for 30 seconds after the button was pressed. At 2 ft per second, the walk to the ramp takes about 9 seconds and crossing about 36 ft takes about 18 more, which leaves almost no margin for slower walkers. We hope the crossing time can be recalculated for our slowest walkers, and that the beacons can stay on while anyone is in the crosswalk.

We know moving the poles may be costly, so we wondered whether bringing the ramp and crosswalk out to the poles could work instead (see the sketch near the end).

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Worn paint at the ramp edge and warning strip.

5. The ramp needs a close look

The paint on the ramp edge and the grooved warning strip is worn and hard to see, especially for low-vision residents. Residents find the current grooved strip works well with canes and walkers, and we hope any new surface will be the safest one for them.

Water collects at the center of the crosswalk, right where the ramp enters the street. The road slopes toward that spot and there is no storm drain that we can find nearby. Rain and everyday runoff leave slippery debris in the middle of the ramp entrance, which can make it nearly impassable for walkers and wheelchairs.

We hope the road slope and drainage can be looked at, including whether a storm drain nearby would help, along with a refresh of the paint and strip.

6. It is hard to see at night

Residents say the crossing nearly disappears after dark, and the nearby street lights look dim. We hope the street lights can be checked (bulb type and age, brightness, trees blocking the light), along with how well the paint and signs reflect headlights.

What we are asking for

What we ask	Why it matters here
1. Make each button reachable from the ramp. Our suggestion: cut the curb beside each pole and extend the ramp out to it. If that is not practical, move the buttons to the ramps or use automatic detection.	Goal: a person with a walker or wheelchair can press the button and enter the street within a few feet, not 17 feet or more.
2. Slow the southbound curve. First, a discreet 7 to 10 day speed and volume study (road tubes or hidden counter, no visible trailer or sign). Then curve warning signs with an advisory speed, chevrons, a speed feedback sign, 25 mph legends, a flashing warning ahead of the curve, and evening police enforcement.	Nine of the ten drivers who did not stop or yield on Sept 28 were southbound, coming out of this curve. At speed, the crosswalk comes into view too late to stop. We saw this ourselves: on Sept 28, all 24 of us watched many of the speeding cars come around the curve and have to brake hard at the last moment, because of their speed on the curve and because they may not have noticed the flashing beacons, signs and neighbors already in the crosswalk.
3. A bold ladder-style crosswalk from pole to pole, in thick reflective paint (like the yellow one at the 3-way at W. 229th Pl)	Painting out to the poles may be quicker than moving them. A big, bold crosswalk is easier to see coming out of the curve, in low light, with older eyes.
4. Flashers and signs facing both directions on both sides, upgraded to rapid-flash lights, with a longer flash time	Every driver needs a warning, even if one pole is blocked by a parked car. The 30 seconds we timed is too short for slow walkers.
5. An in-street "State Law: Stop for Pedestrians Within Crosswalk" sign on the center line at the crosswalk (Exhibit A), plus yield lines and advance warning before the curve	Drivers need to know early, and stopped cars should not hide people.
6. Better light at night. Check the existing street lights, and add crosswalk lighting placed so people are lit from the front	Dim light makes older walkers hard to see.
7. Fix the water collecting at the center of the ramp, refresh the worn paint and strip, and request an ADA review of the extended ramps	Water collects at the center of the ramp and leaves slippery debris at the entrance. Worn paint is hard to see. Extended ramps need the right slope, landing and drainage.

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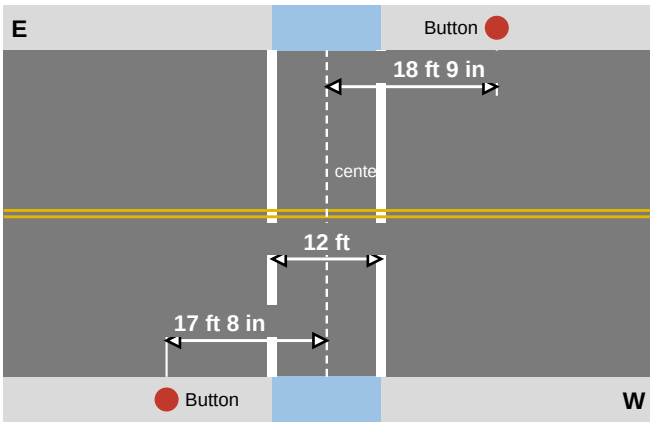


Exhibit A: the in-street sign residents are asking for

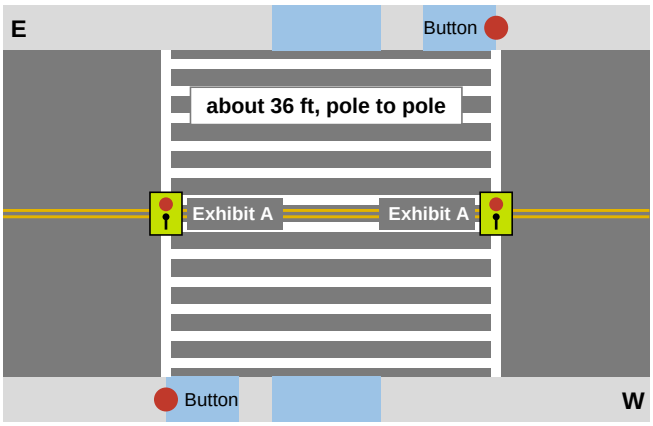
A bright yellow-green sign in the center of the road at the crosswalk, seen *before* drivers reach it. This photo is a general example; we favor no brand. The sign should be anchored in the road (photo: trafficsign.com).

Today, and what we suggest instead

TODAY: button to crosswalk center



OUR SUGGESTION: ladder out to the buttons



Top-down sketch, to scale: two 18 ft lanes with a double yellow line. The bottom is the west side (W), the top the east (E), and southbound drivers travel left to right. Blue is the ramp: the existing center ramp, plus (in our suggestion) a short new ramp beside each pole, with lengths shown only as an illustration. In our suggestion, the yellow-green boxes are the in-street signs we are asking for (Exhibit A); there are none today. Not a survey: we know ramp design must meet ADA and California accessibility rules and trust the City's engineers to decide the best layout.

How we would like to work with you

We will keep sharing information and working with all of our City partners, because this goes well beyond the crosswalk at 22801 Nadine Circle. It is one piece of a larger problem in the area bordered by Maple Ave, Nadine Circle (north and south) and W. 229th Pl (near Levy school), from severe curve geometry and aggressive driving, including pass-through traffic. Residents have held two driver awareness events on Nadine Circle so far (see Exhibit B), and the next is Monday, Oct 12, 7:45 to 9:00 AM at W. 229th Pl and Nadine Circle.

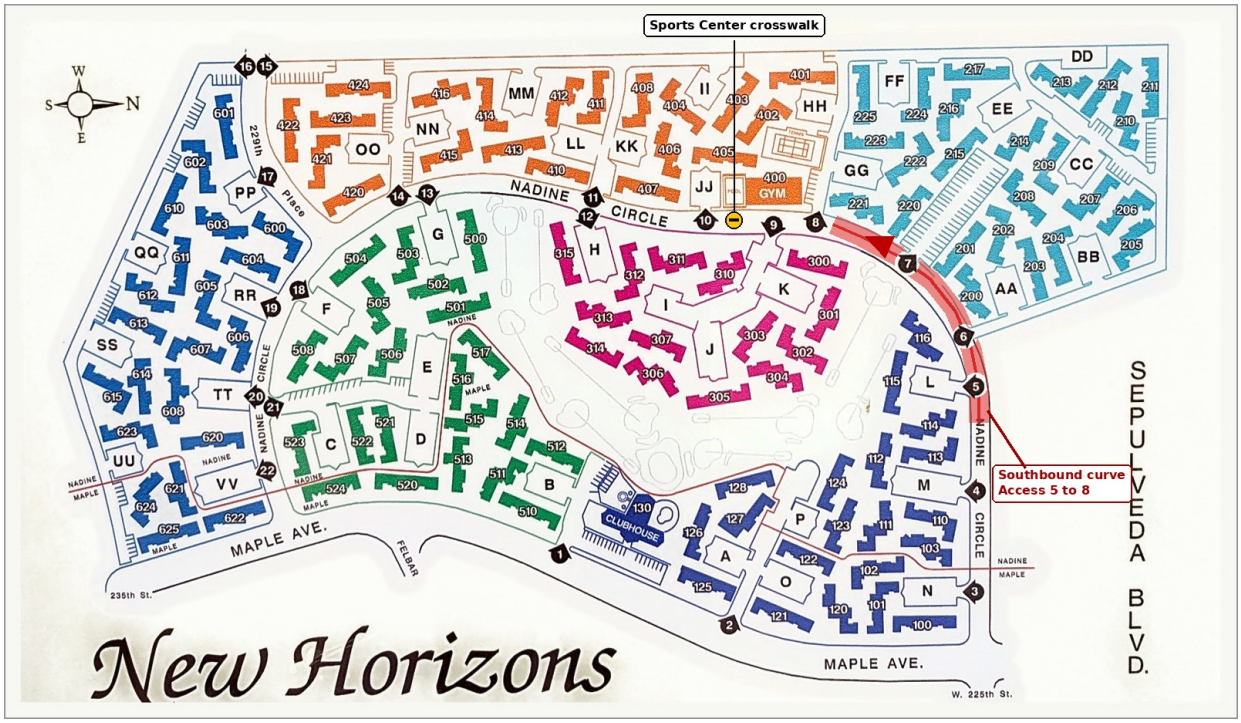
- **Meet our residents.** We would welcome the chance to share residents' experiences and ideas with you. The Neighborhood Watch group would be happy to host a short gathering at our Town Hall where residents can meet their City partners and talk together about how to solve this. If you are interested, please email NHSBWatch@gmail.com.
- **A point of contact and a rough timeline**, so we can keep our neighbors informed.
- **Interim fixes where possible**, while a larger solution is studied and built: reprogram the beacon timing, add curve signs, refresh the centerline paint and/or add reflective dots to mark the curve at night, rotate the lower beacon on each pole if possible, extend the ramps closer to the poles, and test the beacons. We suggest starting a discreet 7 to 10 day speed and volume study first, so the fixes do not affect the data.

Our earlier requests, for reference: SR26-10787, -10886, -10953 and speed study SR26-10750. We appreciate the responses and hope one review can cover them all. Figures are resident measurements.

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Exhibit B: our community's response

Residents have held two driver awareness events so far, with the next on Oct 12 and more planned. The yellow signs went up at the 3-way after the July 10 collision.



Community directory map of the Nadine Circle loop with its numbered street access points. The red band marks the southbound curve from Access 5 to 8, and the gold dot shows the approximate location of the Sports Center crosswalk (Bldg 400, GYM, near Accesses 8 to 10). W. 229th Pl is at the left, and the compass shows north pointing right.



July 10: Torrance Fire and paramedics at Nadine Circle and W. 229th Pl after a driver struck a pedestrian in the crosswalk.



Yellow yard signs residents placed at the 3-way after July 10.



More resident signs at the 3-way, across from the City's yellow ladder crosswalk.



Resident driver awareness event at the Sports Center crosswalk.



Neighbors share the message with passing drivers at an awareness event.

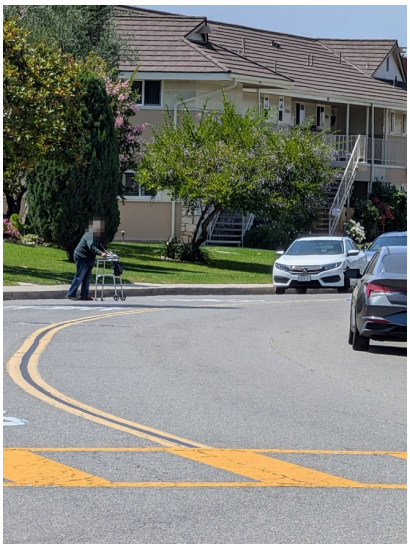


Event flyers: Sept 28 at the Sports Center crosswalk, Oct 12 at W. 229th Pl and Nadine Circle.

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Exhibit C: the neighbors we hope you will help protect

These are our neighbors. They are older and live with the changes that come with age, but they are active: they walk their dogs, go to the pool and gym, and visit friends. Young e-bike riders share this loop too, and on a blind curve they are just as hard for drivers to see.



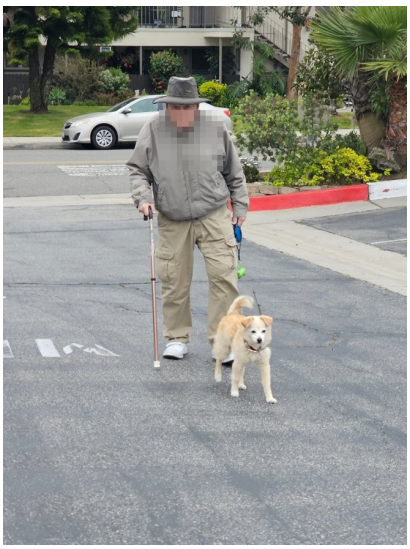
Crossing at the curve with a walker, with cars approaching.



A neighbor and her dog, waiting at the curb.



Out walking with trekking poles and a high-visibility vest.



Crossing with a cane and his dog.



Young e-bike riders on the same curve (faces blurred).



Out for a walk with a walker.

Thank you. We are grateful to Mayor Sharon Kalani, Councilmember Jeremy Gerson, the Public Works Department, the Torrance Police Department Traffic Division, Officer Menzies (for his weekly enforcement), Deputy Public Works Director Shin Furukawa, the Traffic Engineering Department, and the City Clerk's Office for all of their time and consideration of this issue. This crosswalk is just one element of a bigger issue. We very much need your help to keep this vulnerable community safe.

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