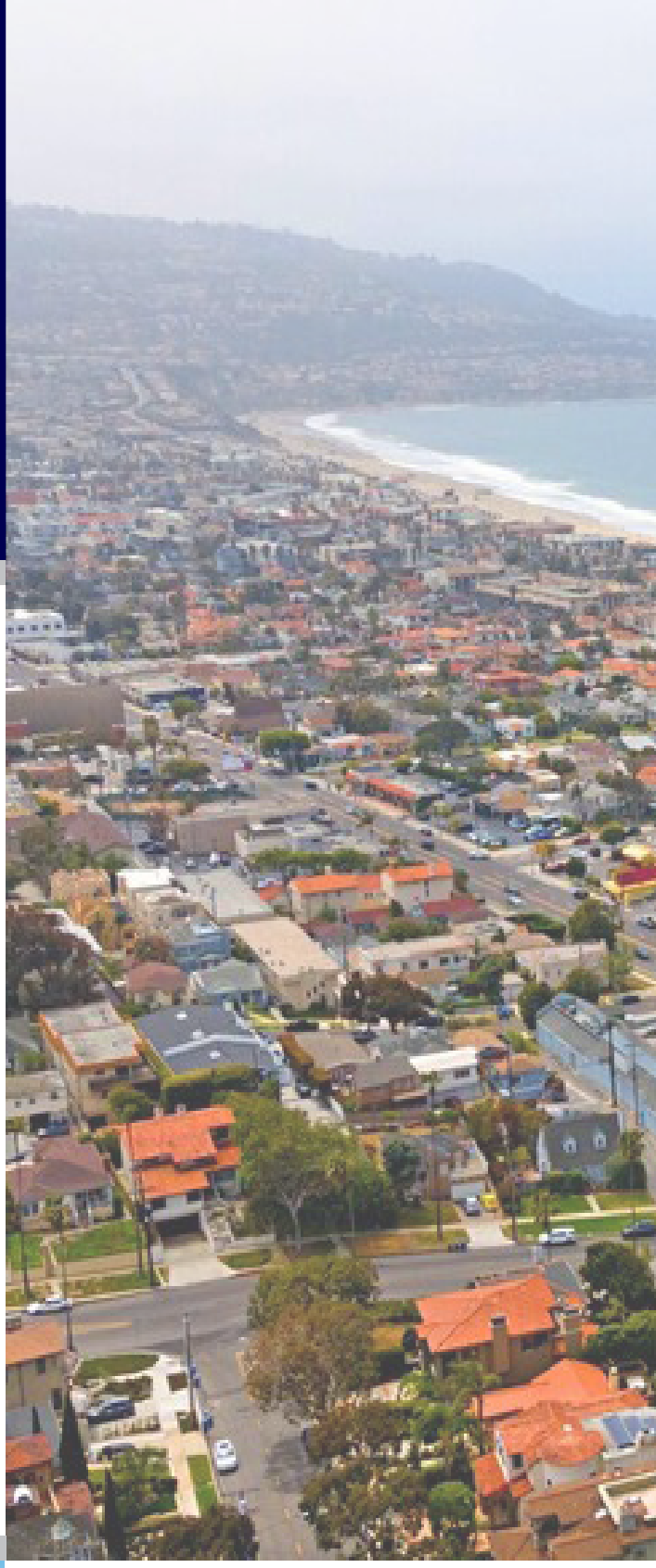
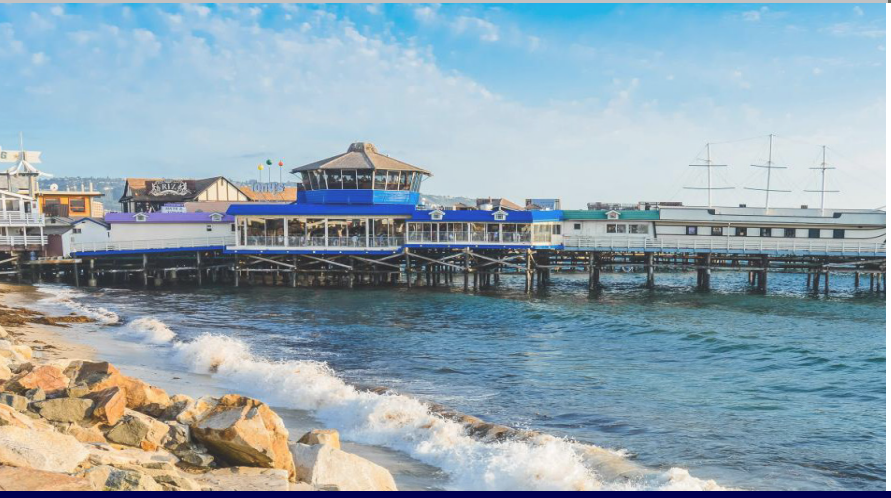
Final Report



2022 CITYWIDE ENGINEERING AND TRAFFIC SURVEY

October 2022



AGA Engineers, Inc.

211 Imperial Highway, Suite 208, Fullerton, CA 92835 || (714) 992-4592 || aga@agaengineersinc.com

TABLE OF CONTENTS

Section Page

Certification ii

1.0 Introduction 1

2.0 Study Methodology 3

3.0 Survey Results 4
- 3.1 Street Surveillance 4
- 3.2 Accident Rate Analysis 4
- 3.3 Spot Speed Survey 7

4.0 Survey Findings and Recommendations 8
- 4.1 Speed Limit Signing – General 10

5.0 Summary and Conclusions 12

Tables

1 Accident Survey Analysis 5

2 Segment Spot Speed Survey 9

Appendices

A Regulations Governing Speed Limits and Definition of Terms

B Speed Zoning Regulations from Caltrans

C Traffic Radar Certifications

D Engineering and Traffic Survey Summary Reports
Collision Summary Reports

E Field Survey Sheets

CERTIFICATION

I, Ignacio Sanchez Hernandez, do hereby certify that this Engineering and Traffic Survey for the City of Redondo Beach was performed under my supervision and is accurate and complete. I certify that I have the knowledge in performing surveys of this type and I am duly registered in the State of California as a professional Traffic Engineer.

Ignacio Sanchez

Ignacio Sanchez Hernandez
RTE # 2344



Traffic No. 2344

SECTION 1.0

Introduction

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits on thirty-six (36) City-selected arterial, collector, and local roadways on the City of Redondo Beach roadway network.

The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour while alleys and blind intersections are 15 miles per hour, both limits are designated by California law. As such they are not typically included in the E&TS. Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on the E&TS.

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. However, the facts indicate otherwise. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods. Excerpts from the CVC regarding regulations governing speed limits and definition of terms used in speed zone surveys are detailed in **Appendix A**.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC, the limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven, ten, or fourteen years depending on specific criteria[1].

The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the engineering and traffic survey, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits. These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows prima facie speed limit of 25 mph on State highways located in any business or residence district.

- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.

- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of “business activity district” identified in AB 43 text.

[1] Refer to Appendix A for specific survey criteria.

- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024.

- Extends validity of speed surveys from 10 years to 14 years if evaluated by registered engineer.

- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The current study will verify, increase, or decrease existing speed limits within the City based on the data and results of this survey. The Citywide surveys were conducted in July and September 2022.

Spot speed surveys were taken at 36 locations on the City's network in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the California Manual on Uniform Traffic Control Devices (CA MUTCD), November 7, 2014 edition. Sections of the CA MUTCD detailing regulations for conducting the required "Engineering and Traffic Survey" are presented in **Appendix B**.

The actual speed zone surveys were conducted by AGA Engineers, Inc. (AGA). A California registered traffic engineer from AGA reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.

SECTION 2.0

Study Methodology

The study involved three major categories of data collection and analysis: (1) geometric and characteristic street surveillance; (2) spot speed survey; and (3) accident rate analysis.

The streets were surveyed by field observation to determine the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity, and to identify roadway characteristics that are not readily apparent to vehicle drivers.

The spot speed surveys, utilizing a calibrated radar gun, were conducted at 36 roadway segment locations to determine existing vehicular travel speeds. A minimum of 100 observations (50 for each direction of travel) were recorded when possible. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed[2], percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis.

Certifications of the radar technician and the radar gun used for the speed surveys are found in **Appendix C**. The radar technician successfully completed a course on the operation of the radar devices per Section 40802 of the CVC.

Accident data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a three-year period from January 1, 2019 through December 31, 2021 for all roadway segments. The accident rate was calculated and considered in recommending the speed limit.

[2] Refer to Appendix A for definition of terms.

SECTION 3.0

Survey Results

3.1 Street Surveillance

Section 2B.13 "Speed Limit Signs" of the CA MUTCD (see Appendix B), states that the speed limit should be established at the nearest five mile per hour increment rounded per standard mathematical practice, to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further change in speed. Whenever such factors are considered to establish the speed limit, they should be documented on the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Ignacio Sanchez Hernandez., P.E., T.E, and Senior Transportation Engineer at AGA Engineers, Inc., who is a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the study. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments changed since the preparation of the previous Engineering & Traffic Survey. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**. The field survey data sheets are provided in **Appendix E**.

3.2 Accident Rate Analysis

The accident rate for each speed survey segment was determined by using the most recent accident records as required by CVC Section 627. Based on a review of the SWITRS collision reports for January 1, 2019 through December 31, 2021, mid-block accident rates were calculated for each street surveyed. The results of the accident rate calculations, including the Average Expected Accident Rates for each type of roadway facility, are shown in **Table 1** on the following page and in the Engineering and Speed Survey Summary sheets in Appendix D.

The Average Expected Accident Rates are based on the 2020 Collision Data on California State Highways[3] and are summarized below:

Roadway Type	Average Expected Accident Rate
Conventional 2 lanes or less (< 45 mph)	1.07
Conventional 2 lanes or less (≥ 45 mph)	0.61
Divided 4 lanes (< 45 mph)	0.64
Divided 4 lanes (≥ 45 mph)	0.93
Divided 5 lanes or more (< 45 mph)	0.75
Divided 5 lanes or more(≥ 45 mph)	0.87

[3] 2020 Collision Data on California State Highways, State of California Department of Transportation.

Table 1: 2022 Speed Zone Survey - Accident Survey Analysis

City of Redondo Beach

Street	No.	Segment	Distance (mile)	Distance (feet)	ADT[1]	Accidents[2] (2019-2021)	Accident Rate	Expected[3] Accident Rate
182nd Street	1	Inglewood Avenue to Kingsdale Avenue	0.26	1,398	7,069	1	0.49	1.07
Herondo Street	2	Harbor Drive to Pacific Coast Highway	0.44	2,297	9,011	3	0.70	1.07
Torrance Boulevard	3	Pacific Coast Highway to East City Limit	0.74	3,918	17,829	6	0.41	0.64
Beryl Street	4	Harbor Drive to Pacific Coast Highway	0.36	1,911	5,092	2	0.99	1.07
	5	Pacific Coast Highway to Flagler Lane	0.74	3,900	6,934	3	0.53	1.07
Emerald Street	6	Catalina Avenue to Prospect Avenue	0.68	3,609	2,312	1	0.58	1.07
Del Amo Street	7	Diamond Street to Prospect Avenue	0.29	1,542	5,945	1	0.53	1.07
Anita Street/190th Street	8	Pacific Coast Highway to Inglewood Avenue	1.71	9,013	18,184	10	0.29	0.64
	9	Inglewood Avenue to Hawthorne Boulevard	0.45	2,376	26,329	2	0.15	0.64
Beland Boulevard	10	Robinson Street to Inglewood Avenue	0.38	2,023	2,218	0	0.00	1.07
Inglewood Avenue	11	190th Street to Grant Avenue	0.74	3,920	23,926	5	0.26	0.64
	12	Grant Avenue to Artesia Boulevard	0.26	1,393	28,537	1	0.12	0.64
	13	Artesia Boulevard to Manhattan Beach Boulevard	1.00	5,280	34,835	8	0.21	0.64
	14	Manhattan Beach Boulevard to Marine Avenue	0.50	2,643	41,424	6	0.26	0.75
Catalina Avenue	15	Palos Verdes Boulevard to Avenue I	0.31	1,616	7,576	2	0.79	1.07
	16	Avenue I to Esplanade/Pearl Street	1.21	6,374	7,359	17	1.75	0.64
	17	Esplanade/Pearl Street to Beryl Street	0.74	3,916	15,211	7	0.57	0.64
	18	Beryl Street to Pacific Coast Highway	0.52	2,739	15,045	5	0.59	0.64
Grant Avenue	19	Aviation Boulevard to Inglewood Avenue	1.23	6,515	11,815	10	0.63	1.07
	20	Inglewood Avenue to Kingsdale Avenue	0.30	1,568	6,111	1	0.50	1.07
Torrance Boulevard	21	Pier to Pacific Coast Highway	0.15	791	8,253	2	1.48	0.64
Aviation Boulevard	22	Harper Avenue to Artesia Boulevard	0.62	3,257	31,056	19	0.91	0.64
	23	Artesia Boulevard to Robinson Street	0.52	2,747	35,134	2	0.10	0.64
	24	Robinson Street to Manhattan Beach Boulevard	0.52	2,739	38,195	0	0.00	0.64
	25	Manhattan Beach Boulevard to Marine Avenue	0.50	2,644	38,088	2	0.10	0.75
Diamond Street	26	Catalina Avenue to Prospect Avenue	0.84	4,440	4,256	2	0.51	1.07
Manhattan Beach Boulevard	27	Aviation Boulevard to Inglewood Avenue	1.00	5,270	32,573	11	0.31	0.75
Palos Verdes Boulevard	28	Pacific Coast Highway to East City Limit	0.67	3,543	12,805	2	0.21	0.64
Phelan Lane	29	Lilienthal Lane to 190th Street	0.13	681	1,717	0	0.00	1.07
Prospect Avenue	30	Pacific Coast Highway to Palos Verdes Boulevard	0.47	2,505	10,112	1	0.19	0.64
	31	Palos Verdes Boulevard to Camino Real	0.50	2,618	10,804	1	0.17	0.64
	32	Camino Real to Torrance Boulevard	0.61	3,247	15,866	7	0.66	0.64
	33	Torrance Boulevard to Del Amo Street	0.67	3,546	19,723	10	0.69	0.64
	34	Del Amo Street to Anita Street/190th Street	0.70	3,691	18,751	4	0.28	0.64
Esplanade	35	Paseo de la Playa to Knob Hill Avenue	0.89	4,697	5,610	4	0.73	1.07
	36	Knob Hill Avenue to Catalina Avenue	0.57	3,009	4,891	12	3.93	1.07

[1] ADT counts conducted September 2022

[2] Statewide Integrated Traffic Records System (SWITRS) Accident Data from 1/1/2019 to 12/31/2021

[3] Caltrans 2020 State Highway Collision Data

The mid-block accident rate in terms of "accidents per 1,000,000 vehicle miles of travel" for each segment surveyed was calculated and is shown on the Engineering and Traffic Survey summary sheets. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Accident Rate} = \frac{\text{Number of Midblock accidents} \times 10^6}{\text{24-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

Where:

- Number of mid-block accidents based on three years (May 1, 2019 to May 1, 2022)
- 24-hour volume (both directions) in the survey segment
- Segment length in miles

The 24-hour volume counts were conducted in September 2022. The ADT counts are provided in **Appendix F**.

Example:
To calculate the accident rate on Inglewood Avenue between 190th Street and Grant Avenue (segment # 11) where:

- 5 = Number of mid-block accidents
- 23,926 = 24-hour volume (both directions) in the survey segment
- 0.74 = Segment length in miles
- 3 = Number of analysis years

$$\textbf{Accident Rate} = \frac{5 \times 10^6}{23{,}926 \times 365 \times 0.74 \times 3}$$

$$= \textbf{0.26 accidents per million vehicle miles (A/MVM)}$$

The Average Expected Accident Rate for the roadway segment type is 0.64. The calculated accident rate of 0.26 is below the Caltrans published expected rate for this segment.

One of the observed high accident rates in the City was noted at Esplanade between Knob Hill and Catalina Avenue (segment # 36). With an accident rate of 3.93, it is well above the Expected Accident Rate of 1.07 based on the statewide average accident rate. This observed accident rate is due to the following factors:

- Relatively low traffic volume - 4,891 vehicles,
- Relatively short segment - 0.57 mile, and
- Number of collisions - 12 collisions in the three-year analysis period.

3.3 Spot Speed Survey

Spot speed surveys were conducted at each of the 36 street segments to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the first five mile per hour increment nearest the 85th percentile speed recorded, mathematically rounded, for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and accident rates (Section 3.2) may indicate the need for a five-mile/hour reduction in establishing reasonable and effective speed limits.

The California Manual on Uniform Traffic Control Devices identifies two options for a reduction of speed:

- Option 1 states that a "posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed, in compliance with CVC Section 627 and 22358.5."
- Option 2 states that "for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used."

In addition to the two options above, AB 43 now authorizes the local authority to retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The criteria used in conducting the radar survey are listed in Appendix B.

The information collected and data calculated for the radar speed survey are as follows:

- Posted speed limit
- Direction of survey
- Date and time of speed survey
- 85th Percentile speed
- 50th Percentile speed
- 10 mph pace speed
- Percent over pace speed
- Range of speeds
- Number of vehicles observed
- Average Speed
- Accident History
- Accident Rate
- Average Daily Traffic
- Road Description
- Pedestrian and bicycle activity

The summary contains information about vehicular speed data observed, accident data, street classification, and any unusual conditions at the location.

SECTION 4.0

Survey Findings and Recommendations

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627, and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that "the establishment of a speed limit of five mph below the 85th percentile speed should be done with great care."

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2022 Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** shows the surveyed road segments with posted and recommended speed limits. California Vehicle Code sections are defined in Appendix A.

Table 2: Segment Spot Speed Survey 2022

City of Redondo Beach

Street		Segment	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
182nd Street	1	Inglewood Avenue to Kingsdale Avenue	7/19/2022	27-36	85	32	35	25	25	No Change, AB 43 (Per City records, no changes in roadway configuration since last E&TS), Shared with Torrance
Herondo Street	2	Harbor Drive to Pacific Coast Highway	7/21/2022	25-34	85	29	33	30E/35W	30	Recommend 30 mph for both directions, 85th %, On-street Parking, Residential
Torrance Boulevard	3	Pacific Coast Highway to East City Limit	7/21/2022	31-40	78	35	40	35	35	No Change, 85th %, Bike Lanes,On-street Parking, Lane Drop
Beryl Street	4	Harbor Drive to Pacific Coast Highway	7/21/2022	19-28	85	23	27	30	25	Decrease, 85th %, Bike lanes, Multiple Driveways, On-street Parking
	5	Pacific Coast Highway to Flagler Lane	7/21/2022	25-34	80	28	32	30	30	No Change, 85th %, Bike lanes, Multiple Driveways, On-street Parking, School Zone
Emerald Street	6	Catalina Avenue to Prospect Avenue	7/21/2022	24-33	76	28	32	30	30	No Change, 85th %, Multiple Driveways, On-street Parking, Residential
Del Amo Street	7	Diamond Street to Prospect Avenue	7/20/2022	25-34	86	29	32	30	30	No Change, 85th %, Bike lanes, Multiple Driveways, On-street Parking, Residential
Anita Street/190th Street	8	Pacific Coast Highway to Inglewood Avenue	7/21/2022	32-41	87	36	40	35	35	No Change, 85th %, On-street Parking, Residential, Park
	9	Inglewood Avenue to Hawthorne Boulevard	7/21/2022	35-44	70	38	44	40	40	No Change, 85th %, On-street Parking, Residential
Beland Boulevard	10	Robinson Street to Inglewood Avenue	7/19/2022	31-40	76	34	39	25	25	No Change, AB 43 (Per City records, no changes in roadway configuration since last E&TS), Bike Route, Multiple Driveways
Inglewood Avenue	11	190th Street to Grant Avenue	7/19/2022	31-40	88	34	39	35	35	No Change, School Zone, Residential, Cemetery Park
	12	Grant Avenue to Artesia Boulevard	7/19/2022	33-42	74	36	41	40	35	Decrease, 85th %, Multiple Driveways, On-street Parking, Residential
	13	Artesia Boulevard to Manhattan Beach Boulevard	7/19/2022	36-45	70	39	45	40	40	No Change, 85th %, Multiple Driveways, On-street Parking, School Zone, Residential
	14	Manhattan Beach Boulevard to Marine Avenue	7/19/2022	28-37	76	32	37	35	35	No Change, 85th %, Multiple Driveways
Catalina Avenue	15	Palos Verdes Boulevard to Avenue I	7/20/2022	17-26	93	20	22	25	20	Decrease, 85th %, High Pedestrian Activity, Multiple Driveways, On-street Parking
	16	Avenue I to Esplanade/Pearl Street	7/20/2022	26-35	87	29	33	35	35	No Change, 85th %, Bike Lanes, High Accident Rate, Multiple Driveways, On-street Parking, Residential
	17	Esplanade/Pearl Street to Beryl Street	7/20/2022	29-38	78	33	38	35	35	No Change, 85th %, Bike Lanes, Bike Route, Multiple Driveways, On-street Parking, Residential, Park
	18	Beryl Street to Pacific Coast Highway	7/20/2022	33-42	76	37	42	35	35	No Change, 85th %, Continuity of Speed
Grant Avenue	19	Aviation Boulevard to Inglewood Avenue	7/19/2022	32-41	82	35	40	35	35	No Change, 85th %, Bike Lanes, High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential, Park
	20	Inglewood Avenue to Kingsdale Avenue	7/19/2022	30-39	85	34	38	30	30	No Change, AB 43 (Per City records, no changes in roadway configuration since last E&TS), Bike Lanes, Multiple Driveways, On-street parking, Residential, Park
Torrance Boulevard	21	Pier to Pacific Coast Highway	7/21/2022	17-26	82	22	26	30	25	Decrease, 85th %, High Accident Rate, On-street Parking
Aviation Boulevard	22	Harper Avenue to Artesia Boulevard	7/19/2022	31-40	76	35	40	35	35	No Change, 85th %, On-street Parking
	23	Artesia Boulevard to Robinson Street	7/19/2022	34-43	80	38	42	40	40	No Change, 85th %, Multiple Driveways, On-street Parking, Residential, Continuity of Speed
	24	Robinson Street to Manhattan Beach Boulevard	7/19/2022	31-40	76	36	41	40	40	No Change, 85th %, On-street Parking, Residential, Continuity of Speed
	25	Manhattan Beach Boulevard to Marine Avenue	7/19/2022	37-46	65	41	47	40	40	No Change, 85th %, Non-fronting Residential, Park
Diamond Street	26	Catalina Avenue to Prospect Avenue	7/26/2022	24-33	85	29	31	30	30	No Change, 85th %, Bike Lanes, High Pedestrian Activity, On-street Parking, School Zone, Residential
Manhattan Beach Boulevard	27	Aviation Boulevard to Inglewood Avenue	7/21/2022	35-44	78	38	43	40	40	No Change, 85th %, Multiple Driveways, On-street Parking, Residential
Palos Verdes Boulevard	28	Pacific Coast Highway to East City Limit	7/26/2022	31-40	80	34	39	30	30	No Change, AB 43 (Per City records, no changes in roadway configuration since last E&TS), Bike Route, On-street Parking
Phelan Lane	29	Lilienthal Lane to 190th Street	7/20/2022	20-29	85	24	28	-	25	New speed survey segment
Prospect Avenue	30	Pacific Coast Highway to Palos Verdes Boulevard	7/20/2022	28-37	87	31	34	30	30	No Change, 85th %, High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential
	31	Palos Verdes Boulevard to Camino Real	7/20/2022	33-42	72	36	42	35	35	No Change, 85th %, High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential
	32	Camino Real to Torrance Boulevard	7/20/2022	35-44	76	40	45	35	35	No Change, AB 43 (Per City records, no changes in roadway configuration since last E&TS), High Pedestrian Activity, Multiple Driveways, On-street Parking, School, Residential
	33	Torrance Boulevard to Del Amo Street	7/20/2022	32-41	75	37	42	35	35	No Change, 85th %, High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential
	34	Del Amo Street to Anita Street/190th Street	7/20/2022	34-43	79	37	42	35	35	No Change, 85th %, Multiple Driveways, On-street Parking, Residential
Esplanade	35	Paseo de la Playa to Knob Hill Avenue	7/26/2022	24-33	84	26	31	25	25	No Change, 85th %, Bike Lanes, High Pedestrian Activity, Multiple Driveways, On-street Parking, Residential, Park
	36	Knob Hill Avenue to Catalina Avenue	7/26/2022	24-33	86	27	31	25	25	No Change, 85th %, Bike Lane, Bike Route, High Accident Rate, High Pedestrian Activity, Multiple Driveways, On-street parking, Residential

4.1 Speed Limit Signing – General

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver's license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on City streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- significant daily vehicular traffic volumes,
- cut-through traffic problems,
- significant grades,
- continued violation of residential 25 mph speed zones, or
- other unusual environmental or traffic flow characteristics.

It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by City ordinance or determined to be justified by an engineer who has performed an Engineering and Traffic Survey (E&TS).

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the E&TS. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established on the basis of an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation so it does not grow to block the motorist view of signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the street immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted; or, (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.

SECTION 5.0

Summary and Conclusions

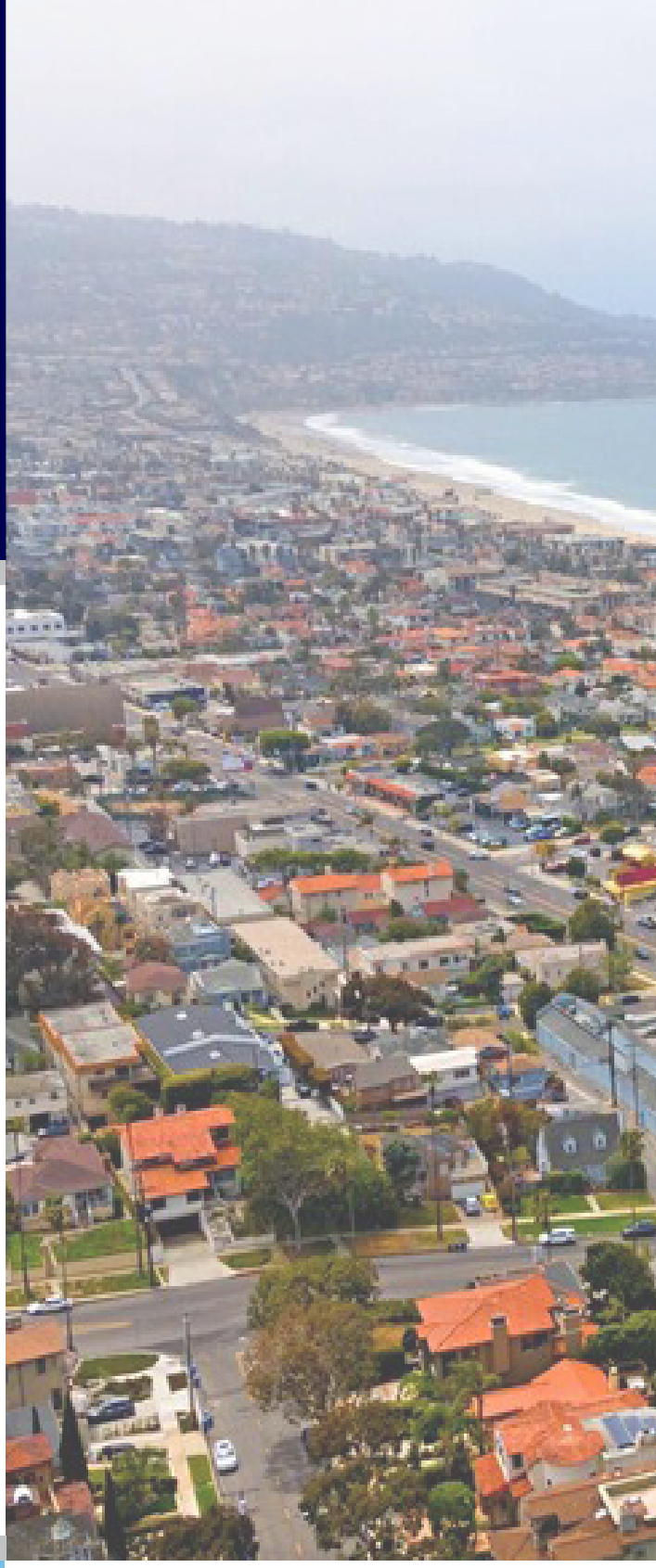
- ❒ The City of Redondo Beach engineering and traffic surveys and the data collection were conducted per CVC Section 627.

- ❒ Thirty-six (36) roadway segments on the City's roadway network were surveyed.

- ❒ The Accident Survey Analysis (Table 1) for the majority of the street segments surveyed is within the average expected accident rate of various types of roadway facilities within the City area.

- ❒ Based on the segment spot surveys (Table 2) and the guidelines set by the CVC , the following speed limit changes are recommended:
  - ➢ Segment 2 - Herondo Street between Harbor Drive and Pacific Coast Highway – set speed limit to 30 mph for both eastbound and westbound directions based on the 85th percentile speed.
  - ➢ Segment 4 - Beryl Street between Harbor Drive and Pacific Coast Highway – decrease speed limit from 30 mph to 25 mph based on the 85th percentile speed.
  - ➢ Segment 12 - Inglewood Avenue between Grant Avenue and Artesia Boulevard – decrease speed limit from 40 mph top 35 mph based on the 85th percentile speed.
  - ➢ Segment 15 - Catalina Avenue between Palos Verdes Boulevard and Avenue I – decrease speed limit from 25 mph to 20 mph based on the 85th percentile speed.
  - ➢ Segment 21 - Torrance Boulevard between Pier and Pacific Coast Highway – decrease speed limit from 30 mph to 25 mph based on the 85th percentile speed.
- ❒ Speed limit was established at the following segment:
  - ➢ Segment 29 - Phelan Lane between Lilienthal Lane and 190th Street – posted speed established at 25 mph.
- ❒ Current speed limits are retained for the following segments per Assembly Bill No. 43. There were no changes in roadway configuration since the last approved Engineering and Traffic Survey (E&TS):
  - ➢ Segment 1 - 182nd Street between Inglewood Avenue and Kingsdale Avenue – 25 mph
  - ➢ Segment 10 – Beland Boulevard between Robinson Street and Inglewood Avenue – 25 mph
  - ➢ Segment 20 – Grant Avenue between Inglewood Avenue and Kingsdale Avenue – 30 mph
  - ➢ Segment 28 – Palos Verdes Boulevard between Pacific Coast Highway and the East City Limits – 30 mph
  - ➢ Segment 32 – Prospect Avenue between Camino Real and Torrance Boulevard – 35 mph

Final Report
Appendix



2022 CITYWIDE ENGINEERING AND TRAFFIC SURVEY

October 2022



AGA Engineers, Inc.

211 Imperial Highway, Suite 208, Fullerton, CA 92835 || (714) 992-4592 || aga@agaengineersinc.com

TABLE OF CONTENTS

Appendices

A	Regulations Governing Speed Limits and Definition of Terms
B	Speed Zoning Regulations from Caltrans
C	Traffic Radar Certifications
D	Engineering and Traffic Survey Summary Reports Collision Summary Reports
E	Field Survey Sheets

APPENDIX A

Regulations Governing Speed Limits and Definition of Terms

Excerpts from California Vehicle Code
Assembly Bill 43 (AB 43)

RADAR SPEED ZONE SURVEYS

September 2020

Introduction

This report presents the results of a traffic and engineering study for establishment of speed limits on city streets as required by Sections 22357 and 22358 of the California Vehicle Code. The review included radar surveys of prevailing vehicle speeds at various locations along the length of each street, recent traffic counts and an analysis of reported traffic accidents recorded during the specific interval.

In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the California Vehicle Code defines a speed limit enforced by radar and "….which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation…" constitutes a speed trap, unless the following criteria are met:

> If officers have completed specialized training courses that are approved by the Commission on Peace Officer Standards Training, the time span between studies can be extended to seven years.
>
> If after seven years, "…a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume…" the time span between studies can be extended to ten years.

Since speed traps are illegal, the lack of an adequate study effectively precludes the police from using radar enforcement. Through adoption of this study, the police department will be able to enforce posted speed limits with radar equipment.

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. The facts indicate otherwise.

Driver behavior research conducted in many parts of this country, over a span of several decades; shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions, in choosing the speed at which he or she drives. Recognizing this, the California Vehicle Code requires that speed limits be established in accordance with appropriate engineering practice and methods.

Regulations Governing Speed Limits

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits which "on the face of it", are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25 miles per hour limit in business and residential districts (CVC515); the 15 miles per hour limit in alleys, at blind intersections, and blind railroad grade crossings; and a part-time 25 miles per hour in school zones when children are going to and from school.

Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on traffic engineering surveys. Such surveys include the analysis of roadway conditions, accident records, and the prevailing speed of prudent drivers using the highway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and consequently, are difficult to enforce. Those drivers who do not comply with posted reasonable speed limits are, conversely, subject to equitable enforcement action.

The California Vehicle Code provides that the use of radar to enforce speed limits, which have not been based on a traffic and engineering study within the preceding five years, constitutes a "speed trap". Since speed traps are also prohibited by the code, lack of the required study effectively prohibits local agencies from using radar enforcement.

Applicable Vehicle Code Sections

Business District

235. A "business district: is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent of more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sided of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distance specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

Business and Residence District: Determination

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:
    a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
    b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
    c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.
    d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

Residence District

515. A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sided of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling housed or business structures. A residence district may be longer than one quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

Engineering and Traffic Survey

627. (a) "Engineering and traffic survey" as used in this Code, means a survey of highway and traffic

conditions in accordance with methods determined by the Department of Transportation for use by the state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all the following:
   1) Prevailing speeds as determined by traffic engineering measurements.
   2) Accident records.
   3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
   1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
      (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
      (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
      (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
   2) Pedestrian and bicyclist safety.

<u>Rounding Speed Limit to the Nearest 5 mph of the 85th Percentile</u>

21400. (a) (1) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(2) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(3) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(4) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

(b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Maximum Speed Limit

22349. (a) Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

(c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

22351. (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

22352. The prima facie limits are as follows and the same shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

3) On any alley.

(b) Twenty-five miles per hour:

1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.
2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. Such prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.
3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Limits

22357. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may be by ordinance determine and declare a prima facie limit of 25 miles per hours, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

Decrease of Local Limits

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45,40,35,30, or 25 miles per hours, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Decrease on Narrow Street

22358.3. Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Decrease on Local Streets Near Schools or Senior Centers

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected

highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Downward Speed Zoning

22358.5 It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

22359. With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Multiple-Lane Highways

22361. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

Speed Trap Prohibition

40801. No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

40802. (a) A “speed trap” is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance pursuant to paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed

limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic devices which measures the speed of moving objects. This subdivision does not apply to local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps" that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C)(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 223469, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence.

40803. (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (b) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (b) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (b) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (b) 40802.

Study Method

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.

The study is conducted in accordance with the appropriate sections of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B-13, Speed Limit Sign (R2-D)

Surveys are conducted on arterial streets, collector streets, and selected local streets. Each of the selected streets was analyzed individually.

The accident analysis was based on a review of the City's Traffic Accident Records (Crossroads). Only non-intersection accidents are included since intersection accidents are considered correctable using conventional intersection traffic controls such as stop signs or traffic signals.

Accident rates were computed using a formula that takes into account the number of accidents in the two-year period, the length of roadway being studied, and the average daily traffic volume. The rate is expressed in accidents per million vehicle miles (Acc/MVM). The formula is:

$$\text{Acc/MM} = \frac{\text{Number of Accidents} \times 1{,}000{,}000}{\text{Distance} \times \text{ADT} \times \text{No. of Days}}$$

In order to evaluate the accident rates for each street segment, the average rate for all surveyed street segments was calculated. Average rates were calculated for two-lane and four-or-more-lane arterial streets, two-lane collector and two-lane local streets. The accident rates for each segment were compared to the state-wide average rates for streets with similar characteristics.

Definitions of Terms

Average Daily Traffic	Volume of traffic during a 24-hour period.
ECL	Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly and Southerly).
85th Percentile (Critical Speed)	The "speed" which 85% of the observed vehicles are not exceeding. This speed is usually within 2 mph of the upper limit of the speed.
Mean Speed	The average speed.
MPH or mph	Miles Per Hour.
MVM or mvm	Million Vehicle Miles. Accident rates are generally expressed as the number of accidents occurring per million vehicle miles traveled during a given time period.
Pace	The 10 mph range of observed vehicle speeds containing the largest number of vehicles. A normal distribution will contain approximately 70% of the sample within the pace, with 15% above and 15% below.

AB-43 Traffic safety. (2021-2022)

SHARE THIS:

Date Published: 10/11/2021 02:00 PM

Assembly Bill No. 43

CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[Approved by Governor October 08, 2021. Filed with Secretary of State October 08, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law

limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 627 of the Vehicle Code is amended to read:

627. (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

SEC. 2. Section 21400 of the Vehicle Code is amended to read:

21400. (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

SEC. 3. Section 22352 of the Vehicle Code is amended to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

SEC. 4. Section 22354 of the Vehicle Code is amended to read:

22354. (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 5. Section 22358 of the Vehicle Code is amended to read:

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:

22358.6. The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:

22358.7. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

22358.8. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

22358.9. (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 10. Section 40802 of the Vehicle Code is amended to read:

40802. (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted

within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and

enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

APPENDIX B

Speed Zoning Regulations from Caltrans

California Manual on Uniform Traffic Control Devices

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red ~~STOP or~~ YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

11 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.

Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) ~~study~~ that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~*When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.*~~

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.**

Option:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

Standard:

12b **If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.**

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if

the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

12d **Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with Caltrans' Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.**

Option:

12e After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(b).

Support:

12f Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria.

13 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

15 *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

20 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

22 Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

23 Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

24 CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

25 **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

A. Prevailing speeds as determined by traffic engineering measurements.
B. Collision records.
C. Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

26 *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

27 *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.
B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,
C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.
D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.
F. The weather should be fair (dry pavement) with no unusual conditions prevailing.
G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.
J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

28 Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

29 When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
    1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
    2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.

B. Pedestrian and bicyclist safety.

30 The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:
   a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
      - A north arrow
      - Engineer's station or post mileage
      - Limits of the proposed zones
      - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
      - Collision rates for the zones involved
      - Average daily traffic volume
      - Location of traffic signals, signs and markings
      - If the highway is divided, the limits of zones for each direction of travel
      - Plotted 85th percentile and pace speeds at location taken showing speed profile
   b. A report to the District Director that includes:
      - The reason for the initiation of speed zone survey.
      - Recommendations and supporting reasons.
      - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
      - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
   a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
   b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

31 In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

Guidance:

32 *The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.*

33 *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

34 Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

35 Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily

facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

36 The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

37 When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

38 *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Signs

Standard:

39 **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

40 **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

41 **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

Guidance:

42 *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

43 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

44 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

45 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

46 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

47 **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

48 **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

49 **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

50 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

51 **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

52 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

53 **The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

54 **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

55 **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

Guidance:

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

56 *Conventional highways with 55 mph speed limits should be posted as follows:*

Standard:

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

Guidance:

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Conventional highways with 65 mph speed limits should be posted as follows:

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

57 Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

58 **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

Guidance:

59 *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

60 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

61 The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

62 **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

63 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

64 **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

Speed Enforced Signs

Option:

65 The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

66 *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

67 The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

68 The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

69 *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

70 The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

71 **The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

72 *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

Vehicle Speed Feedback Signs

Option:

73 A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

74 **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

Guidance:

75 *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

Option:

76 When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

77 In lieu of lights, legend may be retroreflective film for flip-disk systems.

78 The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

79 Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

80 Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

81 The basic speed law states "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

Standard:

82 **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

83 Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

84 Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

85 *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

86 Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

87 **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

Legal Authority for Establishing Speed Limits

Support:

88 Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

89 **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

90 The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

91 The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

92 The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

93 Refer to CVC 40802 for Speed Traps.

Standard:

94 **A speed trap shall not apply to a local street, road, or school zone.**

95 **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

96 **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

97 **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

Option:

98 This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

99 *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

Support:

100 To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

101 **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

Guidance:

102 *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

Standard:

103 **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

Support:

104 Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

105 **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

Speed Zones in Temporary Traffic Control Areas

Support:

106 For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

01 **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

02 **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

03 **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

Support:

04 Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

01 **Where different speed limits are prescribed for day and night, both limits shall be posted.**

Guidance:

02 *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

03 A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

04 Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

Standard:

01 **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

Option:

02 Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit plaque may be installed below a Speed Limit (R2-1)

APPENDIX C

Traffic Radar Certifications

Traffic Radar Equipment Certification
Traffic Radar Operator Certification

PVP COMMUNICATIONS
wireless innovations for law enforcement

2310 W 205th St
Torrance CA 90501
310-212-5432

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration
(IACP) International Association of Chiefs of Police

Date:	10/12/2021

Device Model: Decatur Genesis **Series:** ☒VP ☐VPD **TYPE:** ☒III ☐IV **Directional:** ☒YES ☐NO **MOVING RADAR:** ☐YES ☒NO

TUNING FORK CALIBRATION (NHTSA Paragraphs 2.4 / 5.4)

Counting Unit SN:	1413	Antenna-1 SN:	N/A	Antenna-2 SN:	N/A

Low Speed Fork SN:	101052	Last Cal Date:	Unknown	Freq (Hz):	2391	Speed (mph):	33.2	Measured:	2387
High Speed Fork SN:	101209	Last Cal Date:	Unknown	Freq (Hz):	5589	Speed (mph):	77.6	Measured:	5586

☒PASS ☐FAIL ☐N/A

RADAR DEVICE TUNING FORK TESTS (NHTSA Paragraphs 2.5 / 5.5)

		Low Fork	High Fork
Stationary Mode	Fork Speed (mph)	33	77
	Disp. Speed (mph)	33	77
Moving Mode Opposite Direction	TARGET SPEED (HIGH FORK – LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A
Moving Mode Same Direction	TARGET SPEED (HIGH FORK + LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A
	TARGET SPEED (HIGH FORK - LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A

☒PASS ☐FAIL

TRANSMISSION FREQUENCY STABILITY (NHTSA Paragraphs 2.6.1 / 5.6.1)

Std Supply Voltage (V)	7.2V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A
Std Supply Voltage – 20% (V)	6.2V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A
Std Supply Voltage + 20% (V)	8.6V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A

☐PASS ☐FAIL ☒N/A

POWER DENSITY (NHTSA Paragraphs 2.6.5 / 5.6.5)

Mfg Spec (max mW/cm)	< 2	Antenna 1 Power (mW/cm)	.1	Antenna 2 Power (mW/cm)	N/A

☒PASS ☐FAIL

Low Voltage (NHTSA Paragraphs 2.8 / 5.8)

Mfg Spec (V)	<6.2V	LVA Activates (V)	N/A	LVA De-Activates (V)	N/A

☐PASS ☐FAIL ☒ N/A

DOPPLER AUDIO (NHTSA Paragraphs 2.9.1 / 5.9.1)

Audio Tone Correlates with Received Doppler Signal ☒PASS ☐FAIL ☐N/A Functioning Audio Volume Adjustment Control ☒PASS ☐FAIL ☐N/A

INTERNAL CIRCUIT (NHTSA Paragraphs 2.12.4 / 5.12.4) **SPEC: PASS** ☒PASS ☐FAIL

DIRECTIONAL (NHTSA Paragraphs 2.12.6.5 / 5.12.6.5) Selects Only Target Moving Towards Radar: ☒YES ☐ NO ☐ N/A

☒PASS ☐FAIL ☐ N/A Selects Only Target Moving Away From Radar: ☒YES ☐ NO ☐ N/A

LOW AND HIGH SPEED DISPLAY TEST (NHTSA Paragraphs 2.12.7 / 2.12.8 / 5.12.7 / 5.12.8)

Stationary Mode Target Channel (mph)	Low Speed Spec	5	Low Speed Display	5
	High Speed Spec	200	High Speed Display	200
Moving Mode Target Channel (mph)	Low Speed Spec	N/A	Low Speed Display	N/A
	High Speed Spec	N/A	High Speed Display	N/A
Moving Mode Patrol Channel (mph)	Low Speed Spec	N/A	Low Speed Display	N/A
	High Speed Spec	N/A	High Speed Display	N/A

☒PASS ☐FAIL

RFI TEST (NHTSA Paragraphs 2.13 / 5.13) ☒PASS ☐FAIL ☐ N/A

Laboratory Comments:

NHTSA/IACP CERTIFICATION This Lidar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802

☒PASS ☐FAIL **Certified By:** Henry Marin Jr. **Date:** 10/12/21

Inventory ☒Fork Cert ☐Manual ☐2nd Antenna ☐Remote ☒Battery ☒Carrying Case ☒Forks☐1 ☒2 ☐3 ☒Other (PLEASE LIST): **Charger**

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Thomas L. Hartman of Albert Grover and Associates Traffic Engineering firm has successfully completed a course for Traffic Engineers on the operation of Radar devices in application with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T standards and Section 40802 of the California Vehicle Code.

2. Thomas L. Hartman completed the classroom instruction on operation and theory of Radar devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.

3. Thomas L. Hartman, in field settings demonstrated competence in the test and set-up of a radar device, operation and trouble shooting of the device and correct evaluation of readings provided by the device.

4. Thomas L. Hartman Roland P. Hizon demonstrated competence in making visual speed estimations in actual field settings.

5. Thomas L. Hartman of Albert Grover and Associates Traffic Engineering firm is recognized for his competence as a Radar Operator this 30th day of November, 2018.

Steve Chauncey
P.O.S.T. Certified Radar Instructor

APPENDIX D

Engineering and Traffic Survey Summary Reports
Collision Summary Reports

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: 182nd Street **LIMITS:** Inglewood Avenue to Kingsdale Avenue **SURVEY LOCATION:** 4698 182nd Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38	XX	XX	4
37	XX	X	3
36	XXXX	XXXX	8
35	XXXXXXXXX	XXXXXXX	16
34	XXXX	XXXXXXX	11
33	XXXX	XXX	7
32	XX	XXX	5
31	XXX	XXXXXXXX	11
30	XXX	XXX	6
29	XXXX	XXXXXX	10
28	XX	X	3
27	XXXXXX	XX	8
26	X	X	2
25	XXX		3
24		XX	2
23		X	1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

* * * PACE * * *

DATE: 7/19/2022 **TIME :** 4:01 PM - 4:23 PM

STREET CLASSIFICATION: Local Collector

ROADWAY DESCRIPTION: 1 lane each direction, Striped centerline

ADJACENT LAND USE: Industrial, Residential, Cemetery

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,069 vehicles **SEGMENT LENGTH:** 0.26 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.49 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 35 **M.P.H.**

50TH %: 32 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 27 - 36 M.P.H.

% IN PACE: 85%

% OVER PACE: 7%

% UNDER PACE: 8%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, Narrow Road, On-street Parking
Assembly Bill # 43 (Per City records, no changes in roadway configuration since last Speed Survey

EXISTING SPEED LIMIT: 25 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: City of Torrance **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: 25 M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

182ND ST from INGLEWOOD AV to KINGSDALE AV (W)

9314899	**7/26/2021**	**10:09**	Monday	182ND ST - INGLEWOOD AV		1164'	Direction: East	Daylight	Cloudy	Pty at Fault:1	
	Rear-End		Parked Motor Vehicle	Improper Turning	22107		Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0

Party 1	Driver	East	Proceeding Straight	Female	Age: 45	2004 -		Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car			Sobriety: HNBD	Assoc Factor: Not Stated			Air Bag Not Deployed	Not Stated	
Party 2	Parked Vehicle	East	Parked	Not Sta	Age:	2007 -		Sport Utility Vehicle	No Injury
Veh Type: Passenger Car			Sobriety: Not Applicable	Assoc Factor: Not Stated			Not Stated	Not Stated	
Party 3	Parked Vehicle	East	Parked	Not Sta	Age:	2020 FORD		Sport Utility Vehicle	No Injury
Veh Type: Passenger Car			Sobriety: Not Applicable	Assoc Factor: Not Stated			Not Stated	Not Stated	

Segment Length: 0.26 miles (1,398')

Collisions per mile: 3.78

Settings for Query:

Segment: 182ND ST between INGLEWOOD AV and KINGSDALE AV (W)
Include Intersection Related at Limit 1 (INGLEWOOD AV): False
Include Intersection Related at Limit 2 (KINGSDALE AV (W)): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Herondo Street **LIMITS:** Harbor Drive to Pacific Coast Highway **SURVEY LOCATION:** 320 Herondo Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43	X		1	
42			0	
41			0	
40			0	
39	XX		2	
38	X	X	2	
37	XX	XX	4	
36	XXX	XXXX	7	
35	XXX	XXX	6	
34	XXXXXX	XXXXXX	12	*
33	XXXXXXX	XXXXX	12	*
32	XXXXXX	XXXXXXXX	15	*
31	XXXXXXXXXXXX	XXXXXXXXXXX	23	P
30	XXXXXXX	XXXXXXXXXX	17	A
29	XXXXXXX	XXXXXXXXXXXX	19	C
28	XXXXXXXXXXXXXX	XXXXXXXX	26	E
27	XXXXXXXXXXX	XXXXXXXXXXXXX	24	*
26	XXXXX	XXXX	9	*
25	XXXXXX	XXXXXX	12	*
24	XX	XX	4	
23	X		1	
22			0	
21		X	1	
20		XX	2	
19		X	1	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/21/2022 **TIME :** 10:33 AM - 11:13 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Raised concrete median, Left-turn channelization, Striped bikelane

ADJACENT LAND USE: Retail/Commercial, Industrial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,011 vehicles **SEGMENT LENGTH:** 0.44 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 3 midblock collisions

ACCIDENT RATE: 0.70 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 33 **M.P.H.**

50TH %: 29 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 30 M.P.H.

10 MPH PACE: 25 - 34 M.P.H.

% IN PACE: 85%

% OVER PACE: 11%

% UNDER PACE: 5%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-street Angle Parking, Residential
Recommend 30 M.P.H. for both directions.

EXISTING SPEED LIMIT: 30E/35W M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 30 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 3

From 1/1/2019 to 12/31/2021

Total Collisions: 3

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

7/26/22

HERONDO ST from HARBOR DR to PACIFIC COAST HWY

8879153 **6/10/2019** **02:25** Monday HERONDO ST - FRANCISCA AV 323' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Driving Under Influence 23152A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Female Age: 31 2017 HONDA Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2002 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle East Parked Not Sta Age: 2005 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9013004 **12/18/2019** **17:40** Wednesday HERONDO ST - PACIFIC COAST HWY 500' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 34 2016 FORD Police Car No Injury
Veh Type: Emergency Vehicle Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver Not St Stopped in Road Female Age: 62 2019 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver West Stopped in Road Female Age: 33 2018 - Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9317943 **8/28/2021** Saturday HERONDO ST - FRANCISCA AV 136' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Other Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Other Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 2001 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.44 miles (2,297')

Collisions per mile: 6.90

Settings for Query:

Segment: HERONDO ST between HARBOR DR and PACIFIC COAST HWY
Include Intersection Related at Limit 1 (HARBOR DR): False
Include Intersection Related at Limit 2 (PACIFIC COAST HWY): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Torrance Boulevard **LIMITS:** Pacific Coast Highway to East City Limit **SURVEY LOCATION:** 640 Torrance Boulevard

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50	X	X	2	
49			0	
48		X	1	
47	X		1	
46	XX		2	
45	X	X	2	
44	XX		2	
43	XXXXXXX	XXX	10	
42	XXXX	XXX	7	
41	X	XX	3	
40	XXXXXX	XXXXX	11	*
39	XXXXXXXXX	XXX	12	*
38	XXXXXXXXX	XXXXXXX	16	*
37	XXXXXXXXX	XXX	12	* PACE *
36	XXXXXXXX	XXXXXXXXXXXXXX	22	*
35	XXXXXXXXXXXX	XXXXXXXXXXX	24	*
34	XXXXX	XXXXXXX	12	*
33	XXXXXXXXX	XXXXXXXXXXX	20	*
32	XXXXXX	XXXXXXXXXXXX	18	*
31	XX	XXXXXX	8	*
30	X	XXXX	5	
29	XXX	XXX	6	
28	X	XX	3	
27	X		1	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/21/2022 **TIME :** 11:27 AM - 12:14 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised concrete median, Left-turn channelization, Striped bikelan

ADJACENT LAND USE: Retail/Commercial/Office, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 17,829 vehicles **SEGMENT LENGTH:** 0.74 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 6 midblock collisions

ACCIDENT RATE: 0.41 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 40 **M.P.H.**

50TH %: 35 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 78%

% OVER PACE: 15%

% UNDER PACE: 8%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, On-street Parking, Lane Drop

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 6

From 1/1/2019 to 12/31/2021

Total Collisions: 8

Injury Collisions: 4

Fatal Collisions: 0

Collision Summary Report

7/26/22

TORRANCE BLVD from PACIFIC COAST HWY to WENDY DR

8798461 **2/4/2019** **15:54** Monday TORRANCE BLVD - CAMINO REAL (W) 236' Direction: West Daylight Cloudy Pty at Fault:1
Hit Object Fixed Object Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Making Left Turn Male Age: 19 2003 TOYOTA Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8804587 **2/23/2019** **16:05** Saturday TORRANCE BLVD - FRANCISCA AV 200' Direction: West Daylight Clear Pty at Fault:1
Broadside Pedestrian Ped R/W Violation 21952 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 26 2013 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Bicyclist East Making Right Turn Male Age: 74 0 - Bicycle Complaint of Pain
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

8838814 **3/28/2019** Thursday TORRANCE BLVD - PROSPECT AV 70' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Making Right Turn Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle East Parked Not Sta Age: 2011 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9199928 **12/11/2020** **11:41** Friday TORRANCE BLVD - PROSPECT AV 58' Direction: East Daylight Clear Pty at Fault:1
Vehicle - Pedestrian Pedestrian Other Improper Driving Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver North Parked Female Age: 44 2020 HYUNDAI Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Pedestrian East Other Male Age: 17 0 - Pedestrian Other Visible Injury
Veh Type: Pedestrian Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9235206 **3/24/2021** **18:34** Wednesday TORRANCE BLVD - LUCIA AV 75' Direction: West Dusk - Dawn Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Driver South Entering Traffic Female Age: 17 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Driver West Proceeding Straight Male Age: 21 2002 - Passenger Car, Station Wagon, Jeep Severe Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9281482 **7/13/2021** **01:02** Tuesday TORRANCE BLVD - PROSPECT AV 245' Direction: East Dark - Street Ligh Clear Pty at Fault:
Hit Object Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Other Unsafe Turning Male Age: 28 2011 JEEP Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Violation Air Bag Deployed Not Stated

9325417 **8/29/2021** **17:20** Sunday TORRANCE BLVD - IRENA AV 149' Direction: West Daylight Clear Pty at Fault:1
Hit Object Parked Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 42 2021 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 1991 - Mini Van No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2007 - Mini Van No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9389700 **12/19/2021** **23:25** Sunday TORRANCE BLVD - CAMINO REAL (W) 196' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 58 2017 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.74 miles (3,918')

Collisions per mile: 10.78

Settings for Query:

Segment: TORRANCE BLVD between PACIFIC COAST HWY and WENDY DR
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (WENDY DR): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Beryl Street **LIMITS:** Harbor Drive to Pacific Coast Highway **SURVEY LOCATION:** 413 N. Pacific Coast Highway

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32	XXX	X	4
31	XX		2
30		X	1
29	X	X	2
28	XXXX	XXXX	8
27	X	XXXX	5
26	X	XXXXXX	7
25	XXXXX	XXXXXXX	12
24	XXX	XX	5
23	XX	XXXXXXXX	10
22	XXX	XX	5
21	XXXXXX	XX	8
20	XX	XXX	5
19	XXXXXX	X	7
18	X	X	2
17	XX		2
16			0
15			0
		GRAND TOTALS	85

PACE

DATE: 7/21/2022 **TIME :** 1:49 PM - 2:18 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Two-way L.T. lane, Striped bikelane

ADJACENT LAND USE: Retail/Commercial/Office, Industrial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 5,092 vehicles **SEGMENT LENGTH:** 0.36 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.99 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 27 **M.P.H.**

50TH %: 23 M.P.H.

15TH %: 19 M.P.H.

AVERAGE SPEED: 24 M.P.H.

10 MPH PACE: 19 - 28 M.P.H.

% IN PACE: 85%

% OVER PACE: 11%

% UNDER PACE: 5%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Multiple Driveways, On-street Parking

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 25 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2
Injury Collisions: 2
Fatal Collisions: 0

Collision Summary Report

7/26/22

BERYL ST from HARBOR DR to PACIFIC COAST HWY

8804591 **2/19/2019** **20:32** Tuesday BERYL ST - BROADWAY 149' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Vehicle - Pedestrian Pedestrian Pedestrian Violation 21956 Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Pedestrian Not St Other Female Age: 30 0 - Pedestrian Severe Injury
Veh Type: Pedestrian Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver West Proceeding Straight Male Age: 19 2005 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Lap/Shoulder Harness Used Not Stated

9389699 **12/21/2021** **13:17** Tuesday BERYL ST - ELENA AV 155' Direction: East Daylight Clear Pty at Fault:
Rear-End Parked Motor Vehicle Other Than Driver or Ped Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Female Age: 71 2006 - Sport Utility Vehicle Severe Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.36 miles (1,911')

Collisions per mile: 5.53

Settings for Query:

Segment: BERYL ST between HARBOR DR and PACIFIC COAST HWY
Include Intersection Related at Limit 1 (HARBOR DR): False
Include Intersection Related at Limit 2 (PACIFIC COAST HWY): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Beryl Street **LIMITS:** Pacific Coast Highway to Flagler Lane **SURVEY LOCATION:** 590 Beryl Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40	X		1
39	XX		2
38			0
37		X	1
36	XX	XXX	5
35	X	X	2
34		X	1
33	XXX	XXXX	7
32	XXXXX	XXX	8
31	XXX	XXXXX	8
30	XXXXX	XXX	8
29	XXX	XXXXXX	9
28	XXXXX	XXXXXXX	12
27	XXXX	XXXXXXXXXXX	15
26	XX	XXXXX	7
25	XXX	XX	5
24		X	1
23	XX	XX	4
22	X	XX	3
21			0
20			0
19		X	1
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

**** PACE ****

DATE: 7/21/2022 **TIME :** 2:22 PM - 2:47 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Striped bikelane,

ADJACENT LAND USE: Commercial/Office, Residential, Elementary School

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 6,934 vehicles **SEGMENT LENGTH:** 0.74 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 3 midblock collisions

ACCIDENT RATE: 0.53 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 32 M.P.H.

50TH %: 28 M.P.H.

15TH %: 25 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 25 - 34 M.P.H.

% IN PACE: 80%

% OVER PACE: 11%

% UNDER PACE: 9%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Multiple Driveways, On-street Parking, School Zone

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 3

From 1/1/2019 to 12/31/2021

Total Collisions: 3

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

7/26/22

BERYL ST from PACIFIC COAST HWY to FLAGLER LN

9141636 **8/10/2020** **14:04** Monday BERYL ST - PROSPECT AV 177' Direction: East Daylight Clear Pty at Fault:2

Sideswipe Other Motor Vehicle Improper Turning 22107A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Other Unsafe Turning Female Age: 22 2011 - Public Transit Authority No Injury
Veh Type: Other Bus Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver West Merging Female Age: 64 1994 - Two Axle Truck No Injury
Veh Type: Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9248804 **4/1/2021** **11:45** Thursday BERYL ST - HARKNESS LN 68' Direction: West Daylight Cloudy Pty at Fault:1

Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Other Unsafe Turning Male Age: 39 2018 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle West Parked Not Sta Age: 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Parked Vehicle West Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 4 Parked Vehicle West Parked Not Sta Age: 2017 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 5 Parked Vehicle West Parked Not Sta Age: 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9318162 **8/17/2021** **08:58** Tuesday BERYL ST - PROSPECT AV 165' Direction: East Daylight Clear Pty at Fault:1

Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 3 # Killed: 0

Party 1 Driver West Changing Lanes Male Age: 28 2021 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Driver West Proceeding Straight Female Age: 45 2019 FORD Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.74 miles (3,900')

Collisions per mile: 4.06

Settings for Query:

Segment: BERYL ST between PACIFIC COAST HWY and FLAGLER LN
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (FLAGLER LN): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Emerald Street **LIMITS:** Catalina Avenue to Prospect Avenue **SURVEY LOCATION:** 756 Emerald Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40			0	
39			0	
38	X		1	
37			0	
36	X		1	
35	XXX	X	4	
34	XXXX	XX	6	
33	XXXX	XX	6	*
32	XXXXXX	XXXX	10	*
31	XXX	XXXX	7	*
30	XXXXX	X	6	PACE
29	XXXXXXX	XX	9	*
28	XXXXXX	XXX	9	*
27	XXXXXXXX	XXXX	12	*
26	X	XXX	4	*
25	XXXXX	X	6	*
24	XXXXX	XX	7	*
23	XXX	XXX	6	
22	X	XX	3	
21		XX	2	
20			0	
19			0	
18	X		1	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/21/2022 **TIME :** 2:58 PM - 3:40 PM

STREET CLASSIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, Striped centerline

ADJACENT LAND USE: Residential, Middle School

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,312 vehicles **SEGMENT LENGTH:** 0.68 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.58 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 32 **M.P.H.**

50TH %: 28 M.P.H.

15TH %: 23 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 76%

% OVER PACE: 12%

% UNDER PACE: 12%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 2

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

EMERALD ST from CATALINA AV to PROSPECT AV

8858985 **5/15/2019** **13:45** Wednesday EMERALD ST - PROSPECT AV 70' Direction: West Daylight Clear Pty at Fault:1

Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 1997 FORD Pickups & Panels No Injury

Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle East Parked Not Sta Age: 2014 SUBARU Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9161092 **9/18/2020** **22:55** Friday EMERALD ST - LUCIA AV 100' Direction: West Dark - Street Ligh Clear Pty at Fault:1

Head-On Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 26 2005 - Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle Not St Parked Not Sta Age: 1986 - Sport Utility Vehicle No Injury

Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.68 miles (3,609')

Collisions per mile: 2.93

Settings for Query:

Segment: EMERALD ST between CATALINA AV and PROSPECT AV
Include Intersection Related at Limit 1 (CATALINA AV): False
Include Intersection Related at Limit 2 (PROSPECT AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Del Amo Street **LIMITS:** Diamond Street to Prospect Avenue **SURVEY LOCATION:** 1253 Del Amo Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40			0	
39		XX	2	
38	X		1	
37	X		1	
36	XX	X	3	
35		X	1	
34	XXX		3	*
33	XXXX	XXXXXX	11	*
32	XXX	XX	5	*
31	XXXX	XXXXX	9	P
30	XXXXX	XXXXXXXX	13	A
29	XXXXXXXX	XXXXXXX	15	C
28	XXX	XXXXXXXXXX	13	E
27	XXXXX	X	6	*
26	XXXXX	XXX	8	*
25		XXX	3	*
24	X	X	2	
23		XX	2	
22	XX		2	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/20/2022 **TIME :** 3:08 PM - 3:37 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 1 lanes each direction, Striped centerline, Striped bikelane

ADJACENT LAND USE: Residential, High School

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,945 vehicles **SEGMENT LENGTH:** 0.29 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.53 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 32 **M.P.H.**

50TH %: 29 M.P.H.

15TH %: 25 M.P.H.

AVERAGE SPEED: 30 M.P.H.

10 MPH PACE: 25 - 34 M.P.H.

% IN PACE: 86%

% OVER PACE: 8%

% UNDER PACE: 6%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 1
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

7/26/22

DEL AMO ST from DIAMOND ST to PROSPECT AV

8942091 **9/20/2019** **18:46** Friday DEL AMO ST - PROSPECT AV 421' Direction: West Dusk - Dawn Clear Pty at Fault:1
Hit Object Fixed Object Other Improper Driving Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Backing Male Age: 16 2018 CHEVROLET Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.29 miles (1,542')

Collisions per mile: 3.42

Settings for Query:

Segment: DEL AMO ST between DIAMOND ST and PROSPECT AV
Include Intersection Related at Limit 1 (DIAMOND ST): False
Include Intersection Related at Limit 2 (PROSPECT AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Anita Street/190th Street **LIMITS:** Pacific Coast Highway to Inglewood Avenu **SURVEY LOCATION:** 2509 W. 190th Street

SPEED (MPH)	EASTBOUND	WESTBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		X	1
46	XXX		3
45	XXX		3
44	X	XX	3
43	XXX		3
42	XXX	XXXX	7
41	XX	XXXXXXX	9
40	XXXXXXX	XXXXXX	13
39	XXXXXXXX	XXXXXXXXXX	18
38	XXXXXXXXX	XXXXXXXXXX	19
37	XXXXXXXXXX	XXXXXXXXX	20
36	XXXXXXXXXXXXXXX	XXXXXXXXXXXXXX	30
35	XXXXXXXXX	XXXXXXXXXXXXXXXX	26
34	XXXXXXXXXX	XXXXXXXXXX	19
33	XX	XXXX	6
32	XXXXXX	XXXXXXX	13
31	XX		2
30	X	XXX	4
29			0
28			0
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	200

****PACE****

DATE: 7/21/2022 **TIME :** 9:15 AM - 9:40 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised median/Two-way left-turn lane, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential, Park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 18,184 vehicles **SEGMENT LENGTH:** 1.71 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 10 midblock collisions

ACCIDENT RATE: 0.29 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 40 **M.P.H.**

50TH %: 36 M.P.H.

15TH %: 33 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 87%

% OVER PACE: 10%

% UNDER PACE: 4%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-street Parking, Residential, Park

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 5

From 1/1/2019 to 12/31/2021

Total Collisions: 9

Injury Collisions: 6

Fatal Collisions: 0

Collision Summary Report

7/26/22

ANITA ST from PACIFIC COAST HWY to FLAGLER LN

8812444 **2/6/2019** **15:15** Wednesday ANITA ST - FLAGLER LN 60' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Changing Lanes Female Age: 2001 OLDSMOBILE Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Proceeding Straight Male Age: 36 2016 JEEP Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8913962 **7/22/2019** **09:15** Monday ANITA ST - PROSPECT AV 90' Direction: West Daylight Cloudy Pty at Fault:1
Rear-End Fixed Object Unsafe Starting or Backing 22106 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Backing Male Age: 56 2000 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8917001 **8/12/2019** **23:07** Monday ANITA ST - HARKNESS LN 296' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Pedestrian Unsafe Speed 22350 Hit & Run: Felony Severe Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 49 1995 GMC Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2008 FORD Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Pedestrian West Other Male Age: 26 0 - Pedestrian Severe Injury
Veh Type: Pedestrian Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle West Parked Not Sta Age: 2004 MAZDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8940421 **9/5/2019** **05:01** Thursday ANITA ST - HARKNESS LN 100' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 25 1997 FORD Pickups & Panels Other Visible Injury
Veh Type: Pickup Truck Sobriety: Not Stated Assoc Factor: Not Stated Unknown Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2008 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle West Parked Not Sta Age: 2004 TOYOTA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle West Parked Not Sta Age: 2017 CHEVROLET Mini Van No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8942098 **9/18/2019** **16:01** Wednesday ANITA ST - PROSPECT AV 87' Direction: East Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver East Passing Other Vehicle Male Age: 18 2019 KAWASAKI Motorcycle Other Visible Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated

Party 2 Driver East Proceeding Straight Female Age: 62 2009 MERCEDES-BENZ Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9017725 **12/18/2019** **16:43** Wednesday ANITA ST - PROSPECT AV 413' Direction: West Daylight Clear Pty at Fault:1
Overturned Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Female Age: 91 2008 TOYOTA Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Parked Vehicle West Parked Not Sta Age: 2018 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9141628 **8/1/2020** **17:57** Saturday ANITA ST - MARIA AV 56' Direction: East Daylight Clear Pty at Fault:1
Head-On Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 4 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 0 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Driver East Not Stated Male Age: 20 2007 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 3 Driver East Not Stated Female Age: 47 2009 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car with Tr Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 4 Driver Not St Not Stated Male Age: 25 2001 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9171683 **10/19/2020** Monday ANITA ST - MARIA AV 112' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Other Unsafe Turning Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle West Parked Not Sta Age: 2019 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9206319 **1/15/2021** **18:20** Friday ANITA ST - GOODMAN AV 210' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Other non-collision Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Bicyclist East Proceeding Straight Male Age: 17 0 - Bicycle Other Visible Injury
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.70 miles (3,675')

Collisions per mile: 12.93

Settings for Query:

Segment: ANITA ST between PACIFIC COAST HWY and FLAGLER LN
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (FLAGLER LN): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 5

From 1/1/2019 to 12/31/2021

Total Collisions: 8

Injury Collisions: 3

Fatal Collisions: 0

Collision Summary Report

7/26/22

190TH ST from FLAGLER LN to INGLEWOOD AV

8782630 **1/8/2019** **16:30** Tuesday 190TH ST - MEYER LN 123' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle 21504A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Not Stated Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver West Proceeding Straight Male Age: 76 2003 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8906606 **7/21/2019** **12:53** Sunday 190TH ST - MARYANN DR 149' Direction: West Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 59 2013 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Stopped in Road Female Age: 43 2003 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver West Stopped in Road Male Age: 40 2018 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8962430 **10/8/2019** **19:21** Tuesday 190TH ST - FLAGLER LN 58' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Driving Under Influence 23152A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 28 2011 LEXUS Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver West Proceeding Straight Male Age: 21 2016 SUBARU Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9004587 **12/11/2019** **18:04** Wednesday 190TH ST - INGLEWOOD AV 284' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Female Age: 68 2010 BMW Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2003 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9277414 **5/24/2021** **16:00** Monday 190TH ST - RINDGE LN 100' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Female Age: 36 2017 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Male Age: 75 1976 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9347122 **9/18/2021** **07:48** Saturday 190TH ST - PRUITT DR 327' Direction: East Daylight Clear Pty at Fault:
Rear-End Parked Motor Vehicle Other Than Driver or Ped Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 32 2007 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2014 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9369187 **11/18/2021** **19:49** Thursday 190TH ST - MARYANN DR 60' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Complaint of Pain # Inj: 2 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 26 2016 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver West Slowing/Stopping Female Age: 50 2020 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9389862 **12/18/2021** **02:07** Saturday 190TH ST - FLAGLER LN 102' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Overturned Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 23 2022 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated

Segment Length: 1.01 miles (5,338')

Collisions per mile: 7.91

Settings for Query:

Segment: 190TH ST between FLAGLER LN and INGLEWOOD AV
Include Intersection Related at Limit 1 (FLAGLER LN): False
Include Intersection Related at Limit 2 (INGLEWOOD AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: 190th Street **LIMITS:** Inglewood Avenue to Hawthorne Boulevard **SURVEY LOCATION:** 2807 W. 190th Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54	X		1	
53			0	
52			0	
51	X	X	2	
50			0	
49	X	X	2	
48	XX		2	
47		XXXXX	5	
46	XX		2	
45	XX	XXX	5	
44	X	XX	3	*
43	X	XX	3	*
42	X	X	2	*
41	XXXX	XXXX	8	* PACE *
40	XXXXXX	XXXXX	11	*
39	XXX	XXXXXXXX	11	*
38	XXXX	XXXX	8	*
37	XXXXX	XXXX	9	*
36	XXXXX	XX	7	*
35	XXXX	XXXX	8	*
34	XX	X	3	
33	X		1	
32	X		1	
31	X	X	2	
30	XX	X	3	
29		X	1	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/21/2022 **TIME :** 10:03 AM - 10:16 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Two-way left-turn lane

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 26,329 vehicles **SEGMENT LENGTH:** 0.45 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.15 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 44 **M.P.H.**

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 70%

% OVER PACE: 19%

% UNDER PACE: 11%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-street Parking, Residential, Commercial

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 3

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

190TH ST from INGLEWOOD AV to HAWTHORNE BLVD

8875200 **5/30/2019** **08:45** Thursday 190TH ST - HAWTHORNE BLVD 100' Direction: West Daylight Cloudy Pty at Fault:1

Sideswipe | Other Motor Vehicle | Improper Turning | 22107 | Hit & Run: Misde | Property Damage Only | # Inj: 0 | # Killed: 0

Party 1 Driver West Changing Lanes Male Age: 2011 LEXUS Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car | Sobriety: Impairment Not Kno | Assoc Factor: Not Stated | Not Stated | Not Stated

Party 2 Driver West Proceeding Straight Female Age: 38 2013 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car | Sobriety: HNBD | Assoc Factor: Not Stated | Air Bag Not Deployed | Not Stated

8979091 **11/3/2019** **12:02** Sunday 190TH ST - INGLEWOOD AV 450' Direction: East Daylight Clear Pty at Fault:1

Broadside | Other Motor Vehicle | Auto R/W Violation | 21801A | Hit & Run: No | Property Damage Only | # Inj: 0 | # Killed: 0

Party 1 Driver East Making Left Turn Female Age: 56 2003 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car | Sobriety: HNBD | Assoc Factor: Not Stated | Air Bag Not Deployed | Not Stated

Party 2 Driver West Proceeding Straight Male Age: 23 2003 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car | Sobriety: HNBD | Assoc Factor: Not Stated | Air Bag Not Deployed | Not Stated

Party 3 Parked Vehicle Not St Parked Not Sta Age: 2010 HONDA Sport Utility Vehicle No Injury
Veh Type: Passenger Car | Sobriety: HNBD | Assoc Factor: Not Stated | Not Stated | Not Stated

9105275 **5/23/2020** Saturday 190TH ST - FIRMONA AV 103' Direction: West Dark - No Street Clear Pty at Fault:1

Sideswipe | Parked Motor Vehicle | Improper Turning | 22107 | Hit & Run: Misde | Property Damage Only | # Inj: 0 | # Killed: 0

Party 1 Driver West Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated | Sobriety: Impairment Not Kno | Assoc Factor: Not Stated | Not Stated | Not Stated

Party 2 Parked Vehicle West Parked Not Sta Age: 2000 - Pickups & Panels No Injury
Veh Type: Pickup Truck | Sobriety: Not Applicable | Assoc Factor: Not Stated | Not Stated | Not Stated

Segment Length: 0.45 miles (2,376')

Collisions per mile: 6.67

Settings for Query:

Segment: 190TH ST between INGLEWOOD AV and HAWTHORNE BLVD
Include Intersection Related at Limit 1 (INGLEWOOD AV): False
Include Intersection Related at Limit 2 (HAWTHORNE BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Beland Boulevard/Phelan Lane **LIMITS:** Robinson Street to Inglewood Avenu **SURVEY LOCATION:** 2615 Beland Boulevard

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49		XX	2	
48			0	
47			0	
46			0	
45		X	1	
44	X		1	
43	X	X	2	
42	X	X	2	
41		X	1	
40	XXX	XX	5	*
39		XXXX	4	*
38		XXXXX	5	*
37	XX	XXXXXXXXX	11	* PACE *
36	XXXX	XX	6	*
35	XXX	XXXXXXXX	11	*
34	XXXXX	XXXXXXX	12	*
33	XX	XXX	5	*
32	X	XXXX	5	*
31	X	XXXXXXXXXXX	12	*
30	X	XX	3	
29	X	X	2	
28	XXXX	X	5	
27		X	1	
26	X	X	2	
25	X		1	
24			0	
23			0	
22		X	1	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 3:03 PM - 3:47 PM

STREET CLASSIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Striped bikelane

ADJACENT LAND USE: Retail/Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,218 vehicles **SEGMENT LENGTH:** 0.38 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 39 **M.P.H.**

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 76%

% OVER PACE: 9%

% UNDER PACE: 15%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Bike Route, Multiple Driveways, On-street Parking, Residential
Assembly Bill # 43 (Per City records, no changes in roadway configuration since last Speed Survey)

EXISTING SPEED LIMIT: 25 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: None

From 1/1/2019 to 12/31/2021

Total Collisions: 0
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

7/26/22

BELAND BLVD from PHELAN LN to INGLEWOOD AV

Segment Length: 0.38 miles (2,023')

Collisions per mile: 0.00

Settings for Query:

Segment: BELAND BLVD between PHELAN LN and INGLEWOOD AV
Include Intersection Related at Limit 1 (PHELAN LN): False
Include Intersection Related at Limit 2 (INGLEWOOD AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Inglewood Avenue **LIMITS:** 190th Street to Grant Avenue **SURVEY LOCATION:** 2701 185th Street

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44		XXX	3	
43			0	
42		X	1	
41	XXX	XX	5	
40	XXX	XXXX	7	*
39	X	XXX	4	*
38	XXX	X	4	*
37	XXXXX	XXX	8	* PACE
36	XXXXXXX	XXXX	11	*
35	XXXXXXXXX	XXXXXX	15	*
34	XXX	XXXXXX	9	*
33	XXXXXXX	XXXXX	12	*
32	XXXX	XXXXX	9	*
31	XXXX	XXXXX	9	*
30	X	X	2	*
29		X	1	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 10:39 AM - 11:03 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction,Striped centerline

ADJACENT LAND USE: Retail/Commercial, Residential, School, Cemetery

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,926 vehicles **SEGMENT LENGTH:** 0.74 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 5 midblock collisions

ACCIDENT RATE: 0.26 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 39 **M.P.H.**

50TH %: 34 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 88%

% OVER PACE: 9%

% UNDER PACE: 3%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: School Zone, Residential, Cemetery Park

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 5

From 1/1/2019 to 12/31/2021

Total Collisions: 6

Injury Collisions: 4

Fatal Collisions: 0

Collision Summary Report

7/26/22

INGLEWOOD AV from 190TH ST to GRANT AV

9046308 **1/31/2020** **18:09** Friday INGLEWOOD AV - 182ND ST 180' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 32 2007 YAMAHA Motorcycle Complaint of Pain
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated
Party 2 Driver South Stopped in Road Female Age: 71 2000 KIA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9151194 **9/5/2020** **18:44** Saturday INGLEWOOD AV - GRANT AV 110' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 2009 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Proceeding Straight Male Age: 38 2008 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9196698 **11/22/2020** **23:49** Sunday INGLEWOOD AV - 182ND ST 300' Direction: North Dark - Street Ligh Fog Pty at Fault:1
Not Stated Other Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Making U Turn Male Age: 26 2000 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 19 2004 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver North Proceeding Straight Male Age: 21 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9194379 **12/7/2020** **09:27** Monday INGLEWOOD AV - RIPLEY AV 425' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22100A Hit & Run: No Complaint of Pain # Inj: 3 # Killed: 0

Party 1 Driver North Making Right Turn Female Age: 26 2012 FORD Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Male Age: 34 2012 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9215222 **1/4/2021** **15:51** Monday INGLEWOOD AV - RIPLEY AV 170' Direction: South Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 43 2017 - Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Stopped in Road Female Age: 53 2017 FORD Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9237937	**3/3/2021**	**21:55**	Wednesday	INGLEWOOD AV - RIPLEY AV		131'	Direction: South	Dark - Street Ligh	Clear		Pty at Fault:1
	Head-On		Parked Motor Vehicle	Driving Under Influence		23152A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0

Party 1	Driver	North	Proceeding Straight	Male	Age: 50	2000 -		Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car		Sobriety: HBD Under Influence		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated	
Party 2	Parked Vehicle	South	Parked	Not Sta	Age:	2013 -		Pickups & Panels	No Injury
Veh Type: Pickup Truck with Trai		Sobriety: Not Applicable		Assoc Factor: Not Stated		Not Stated		Not Stated	

Segment Length: 0.74 miles (3,920')

Collisions per mile: 8.08

Settings for Query:

Segment: INGLEWOOD AV between 190TH ST and GRANT AV
Include Intersection Related at Limit 1 (190TH ST): False
Include Intersection Related at Limit 2 (GRANT AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Inglewood Avenue **LIMITS:** Grant Avenue to Artesia Boulevard **SURVEY LOCATION:** 1673 Inglewood Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51	X		1	
50	X		1	
49	X		1	
48		XX	2	
47	X	X	2	
46	X	X	2	
45	XX		2	
44	XXXXX	XX	7	
43	XXXXX	XX	7	
42	XXX	XXXXXXXX	11	*
41	XXXX	XXXXXX	10	*
40	XXXX	XXXXX	9	*
39	XXXXXX	XXXXXXXXXX	16	PACE
38	XXXXXXXXX	XXXXXXXX	17	
37	XXXXXXXXXXX	XXXXXXXXXXX	21	
36	XXXXXXXXXXX	XXXXXXX	18	
35	XXXXXXXX	XXXXX	13	
34	XXXXX	XXXXX	10	*
33	XXXXXXXXX	XXXXXXXXXXXXX	22	*
32	XXXX	XXXXXX	10	
31	XXXX	XXX	7	
30	XXX	XX	5	
29		X	1	
28	X	XX	3	
27	X	X	2	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/19/2022 **TIME :** 9:43 AM - 10:22 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised landscaped median, Left-turn channelization

ADJACENT LAND USE: Retail/Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 28,537 vehicles **SEGMENT LENGTH:** 0.26 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.12 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 41 **M.P.H.**

50TH %: 36 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 74%

% OVER PACE: 13%

% UNDER PACE: 14%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 35 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

INGLEWOOD AV from GRANT AV to ARTESIA BLVD

9151969	**8/25/2020**	**12:19**	Tuesday	INGLEWOOD AV - ARTESIA BLVD		160'	Direction: South	Daylight	Clear	Pty at Fault:1	
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350		Hit & Run: Felony	Complaint of Pain		# Inj: 1	# Killed: 0
Party 1	Driver	North	Proceeding Straight	Male	Age:	1986 -		Pickups & Panels		No Injury	
Veh Type: Pickup Truck			Sobriety: Impairment Not Kno	Assoc Factor: Not Stated			Air Bag Not Deployed	Not Stated			
Party 2	Driver	North	Stopped in Road	Male	Age: 43	2018 -		Passenger Car, Station Wagon, Jeep		Complaint of Pain	
Veh Type: Passenger Car			Sobriety: HNBD	Assoc Factor: Not Stated			Air Bag Not Deployed	Not Stated			

Segment Length: 0.26 miles (1,393')

Collisions per mile: 3.79

Settings for Query:

Segment: INGLEWOOD AV between GRANT AV and ARTESIA BLVD
Include Intersection Related at Limit 1 (GRANT AV): False
Include Intersection Related at Limit 2 (ARTESIA BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Inglewood Avenue **LIMITS:** Artesia Boulevard to Manhattan Beach Blvd **SURVEY LOCATION:** 2501 Inglewood Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53		X	1	
52			0	
51	XX	X	3	
50	XX	XX	4	
49	XXXXX	X	6	
48	XXXX	XX	6	
47	X		1	
46	XXXXXX	XXX	9	
45	XXXXX	XXXXXXXX	13	*
44	XXX	XXXXXXXXX	12	*
43	XXXXX	XXXXXX	11	*
42	XXXXXX	XXXXXX	12	PACE
41	XXX	XXXXXXX	10	
40	XXXXXXX	XXXXXXXXX	16	
39	XXXXXXXXX	XXXXXXX	16	
38	XXXXXX	XXXXXXXX	14	*
37	XXXXXXXX	XXXXXXXXX	17	*
36	XXXX	XXXXXXXXXXXXXX	18	*
35	XXXXXX	X	7	
34	XXXXXXX	XXXX	11	
33	XX		2	
32	XXXX	XX	6	
31	XXX		3	
30	X		1	
29			0	
28			0	
27	X		1	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/19/2022 **TIME :** 9:03 AM - 9:37 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, Raised landscaped median, Left-turn channelization

ADJACENT LAND USE: Retail/Commercial, Residential, Adult School

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 34,835 vehicles **SEGMENT LENGTH:** 1.00 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 8 midblock collisions

ACCIDENT RATE: 0.21 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 45 **M.P.H.**

50TH %: 39 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 70%

% OVER PACE: 15%

% UNDER PACE: 16%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, School Zone, Residential

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 8

From 1/1/2019 to 12/31/2021

Total Collisions: 11

Injury Collisions: 5

Fatal Collisions: 0

Collision Summary Report

7/26/22

INGLEWOOD AV from ARTESIA BLVD to MANHATTAN BEACH BLVD

8927182 **8/16/2019** **18:22** Friday INGLEWOOD AV - NELSON AV 94' Direction: South Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 2 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 55 2005 HONDA Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Stopped in Road Male Age: 48 2008 TOYOTA Pickups & Panels Complaint of Pain
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9031780 **1/25/2020** **16:13** Saturday INGLEWOOD AV - MATHEWS AV 75' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Changing Lanes Male Age: 32 2018 CHEVROLET Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 21 2010 KAWASAKI Motorcycle Complaint of Pain
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated

9064449 **2/29/2020** **19:05** Saturday INGLEWOOD AV - MANHATTAN BEACH BLVD 68' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Entering Traffic Female Age: 36 2017 SUBARU Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 20 2013 SUZUKI Motorcycle Complaint of Pain
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated

9134217 **7/31/2020** **16:51** Friday INGLEWOOD AV - MATHEWS AV 76' Direction: South Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Other Unsafe Turning Male Age: 24 1988 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Lap/Shoulder Harness Used Not Stated

9150796 **8/21/2020** **11:57** Friday INGLEWOOD AV - CURTIS AV 115' Direction: South Daylight Clear Pty at Fault:
Sideswipe Other Motor Vehicle Unknown Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 31 2007 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 31 2019 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9152416 **9/11/2020** **17:12** Friday INGLEWOOD AV - MATHEWS AV 99' Direction: North Daylight Cloudy Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 3 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 42 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver Not St Stopped in Road Male Age: 46 2016 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9181514 **11/5/2020** **04:45** Thursday INGLEWOOD AV - GATES AV 80' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 24 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2014 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2001 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle South Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9229890 **2/7/2021** **21:45** Sunday INGLEWOOD AV - ROBINSON ST 52' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Male Age: 34 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2007 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2006 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9231124 **2/21/2021** **04:04** Sunday INGLEWOOD AV - GATES AV 62' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152F Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 29 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2006 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2003 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9248867 **4/2/2021** **01:36** Friday INGLEWOOD AV - 164TH ST 63' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Hit Object Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Female Age: 24 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9260657 **6/4/2021** **13:24** Friday INGLEWOOD AV - MATHEWS AV 356' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 40 2016 FORD Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Stopped in Road Female Age: 35 2012 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver South Stopped in Road Male Age: 69 1974 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 1.00 miles (5,280')

Collisions per mile: 11.00

Settings for Query:

Segment: INGLEWOOD AV between ARTESIA BLVD and MANHATTAN BEACH BLVD
Include Intersection Related at Limit 1 (ARTESIA BLVD): False
Include Intersection Related at Limit 2 (MANHATTAN BEACH BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Inglewood Avenue **LIMITS:** Manhattan Beach Boulevard to Marine Avenue **SURVEY LOCATION:** 3645 Inglewood Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	XXX		3
43	X	X	2
42		X	1
41	XX	X	3
40	XX	X	3
39		X	1
38	XX	XX	4
37	XXXXX	XXX	8
36	XX	XXX	5
35	XXXXXX		6
34	XXXX	XXX	7
33	XXXXXXX	XXXX	11
32	XXXX	XXXXXXXX	12
31	X	XXXXXXXXX	10
30	X	XXXX	5
29	XXX	XXX	6
28	XXX	XXX	6
27	X	X	2
26	X	X	2
25		X	1
24	XX		2
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

****PACE****

DATE: 7/16/2022 **TIME :** 8:30 AM - 8:50 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 - 3 lanes each direction, Striped centerline, Left-turn channelization

ADJACENT LAND USE: Retail/Commercial, Industrial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 41,424 vehicles **SEGMENT LENGTH:** 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 6 midblock collisions

ACCIDENT RATE: 0.26 acc/mvm **EXPECTED RATE:** 0.75 acc/mvm

85TH %: 37 **M.P.H.**

50TH %: 32 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 76%

% OVER PACE: 17%

% UNDER PACE: 7%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 6

From 1/1/2019 to 12/31/2021

Total Collisions: 10

Injury Collisions: 3

Fatal Collisions: 0

Collision Summary Report

7/26/22

INGLEWOOD AV from MANHATTAN BEACH BLVD to MARINE AV

9080029 **3/14/2020** **17:49** Saturday INGLEWOOD AV - MARINE AV 100' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Other Other Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Backing Not Sta Age: 0 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Stopped in Road Male Age: 42 2008 KIA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9126610 **7/9/2020** **21:57** Thursday INGLEWOOD AV - 156TH ST 89' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22100B Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Making Left Turn Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Proceeding Straight Female Age: 39 2007 - No Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9135597 **7/24/2020** **04:05** Friday INGLEWOOD AV - RT 405 79' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Traffic Signals and Signs 21453A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Not Sta Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Making Left Turn Male Age: 32 2009 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Deployed Not Stated

9150532 **8/25/2020** **15:50** Tuesday INGLEWOOD AV - RT 405 110' Direction: South Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 30 2015 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver Not St Stopped in Road Male Age: 36 2004 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9171682 **10/25/2020** **10:18** Sunday INGLEWOOD AV - 153RD ST 190' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 88 2013 MINI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Making Right Turn Male Age: 36 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9191488 **11/25/2020** **17:38** Wednesday INGLEWOOD AV - 156TH ST 125' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21801A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Making Left Turn Male Age: 61 2000 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 26 2005 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9229888 **2/7/2021** **11:16** Sunday INGLEWOOD AV - 156TH ST 280' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22101D Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 50 2009 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Making Right Turn Male Age: 54 2019 JEEP Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9233128 **2/18/2021** **15:26** Thursday INGLEWOOD AV - MANHATTAN BEACH BLVD 260' Direction: North Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22101D Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Making Left Turn Male Age: 45 2013 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver Not St Proceeding Straight Male Age: 44 2018 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9231694 **2/24/2021** **14:51** Wednesday INGLEWOOD AV - 152ND ST 103' Direction: South Daylight Not Stated Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Making Left Turn Female Age: 57 2004 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Making Left Turn Male Age: 34 2016 - Police Car No Injury
Veh Type: Emergency Vehicle Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9385069 **12/11/2021** **19:47** Saturday INGLEWOOD AV - 153RD ST 307' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 3 # Killed: 0

Party 1 Driver South Making Right Turn Female Age: 20 2022 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 36 1991 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.50 miles (2,643')

Collisions per mile: 19.98

Settings for Query:

Segment: INGLEWOOD AV between MANHATTAN BEACH BLVD and MARINE AV
Include Intersection Related at Limit 1 (MANHATTAN BEACH BLVD): False
Include Intersection Related at Limit 2 (MARINE AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Catalina Avenue **LIMITS:** Palos Verdes Boulevard to Avenue I **SURVEY LOCATION:** 1731 S. Catalina Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28		X	1
27	X		1
26	X	XX	3
25	XXX	X	4
24	X	XXX	4
23	XXXXX	XXXX	9
22	XXXXX	XXXXXX	11
21	XXXXXXXXXXXX	XXXXXXXXXXXX	25
20	XXXX	XXXXXXX	11
19	XXXXXXXX	XXXX	12
18	XXX	XXX	6
17	XXXXX	XXX	8
16	X	XXXX	5
15			0
		GRAND TOTALS	100

* * * PACE * * *

DATE: 7/20/2022 **TIME :** 10:35 AM - 11:02 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Striped centerline, Left-turn channelization

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 7,576 vehicles **SEGMENT LENGTH:** 0.31 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.79 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 22 **M.P.H.**

50TH %: 20 M.P.H.

15TH %: 17 M.P.H.

AVERAGE SPEED: 21 M.P.H.

10 MPH PACE: 16 - 25 M.P.H.

% IN PACE: 95%

% OVER PACE: 5%

% UNDER PACE: 0%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Pedestrian Activity, Multiple Driveways, On-street Parking

EXISTING SPEED LIMIT: 25 M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 20 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

7/26/22

CATALINA AV from PALOS VERDES BLVD to AVENUE I

8906602 **7/20/2019** **01:25** Saturday CATALINA AV - AVENIDA DEL NORTE 95' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 31 2010 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle Not St Parked Not Sta Age: 2001 JAGUAR Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8968730 **10/28/2019** **17:08** Monday CATALINA AV - VISTA DEL MAR 144' Direction: South Daylight Clear Pty at Fault:1
Broadside Parked Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Backing Female Age: 17 2004 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2017 TOYOTA Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Driver North Not Stated Female Age: 2004 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle North Not Stated Not Sta Age: 2017 TOYOTA Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.31 miles (1,616')

Collisions per mile: 6.53

Settings for Query:

Segment: CATALINA AV between PALOS VERDES BLVD and AVENUE I
Include Intersection Related at Limit 1 (PALOS VERDES BLVD): False
Include Intersection Related at Limit 2 (AVENUE I): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Catalina Avenue **LIMITS:** Avenue I to Esplanade/Pearl Street **SURVEY LOCATION:** 601 S. Catalina Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40	X		1	
39			0	
38	X	X	2	
37	X		1	
36	X		1	
35	XXXX	XXXX	8	*
34	XXXX	XXXXX	9	*
33	XXXXXXXX	XXXX	12	*
32	XXX	XXX	6	PACE
31	XXX	XXX	6	
30	XXX	XXX	6	
29	XXXXXXXXXX	XXXXXX	16	*
28	XXXXX	XXX	8	*
27	XXXXXX	XX	8	*
26	XXXXX	XXX	8	*
25	XX	XXX	5	
24			0	
23	X		1	
22	XX		2	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/20/2022 **TIME :** 9:50 AM - 10:21 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Striped centerline,Striped bikelane,

ADJACENT LAND USE: Retail/Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,359 vehicles **SEGMENT LENGTH:** 1.21 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 17 midblock collisions

ACCIDENT RATE: 1.75 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 33 **M.P.H.**

50TH %: 29 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 30 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 87%

% OVER PACE: 5%

% UNDER PACE: 8%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, High Accident Rate, Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 17

From 1/1/2019 to 12/31/2021

Total Collisions: 18

Injury Collisions: 5

Fatal Collisions: 0

Collision Summary Report

7/26/22

CATALINA AV from AVENUE I to ESPLANADE

8827992 **3/16/2019** **22:41** Saturday CATALINA AV - SAPPHIRE ST 115' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Proceeding Straight Male Age: 47 2004 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2007 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 2007 MINI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle North Parked Not Sta Age: 1998 HONDA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 5 Parked Vehicle North Parked Not Sta Age: 2018 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8940727 **8/13/2019** Tuesday CATALINA AV - AVENUE C 170' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2017 KIA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8978892 **11/11/2019** Monday CATALINA AV - TOPAZ ST 162' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2014 TOYOTA Mini Van No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9083834 **3/20/2020** **14:19** Friday CATALINA AV - TOPAZ ST 242' Direction: North Daylight Cloudy Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Entering Traffic Male Age: 56 2012 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 55 2019 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2015 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9069925 **4/19/2020** **00:57** Sunday CATALINA AV - TOPAZ ST 330' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 29 2004 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2007 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2011 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle South Parked Not Sta Age: 2005 - Motorcycle No Injury
Veh Type: Motorcycle Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9109475 **5/21/2020** **15:30** Thursday CATALINA AV - AVENUE E 115' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2005 JEEP Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9109429 **5/21/2020** **22:20** Thursday CATALINA AV - SAPPHIRE ST 106' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: Misde Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Backing Male Age: 21 2019 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2004 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9109427 **5/28/2020** **19:55** Thursday CATALINA AV - KNOB HILL AV 70' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 0 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Stopped in Road Male Age: 32 2016 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9112355 **6/6/2020** **21:57** Saturday CATALINA AV - RUBY ST 285' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Proceeding Straight Male Age: 56 2017 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9125713 **7/4/2020** **10:59** Saturday CATALINA AV - AVENUE G 112' Direction: North Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Making U Turn Male Age: 78 2012 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Male Age: 39 2010 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9250446 **4/6/2021** **00:30** Tuesday CATALINA AV - AVENUE D 126' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152F Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 38 2011 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9250447 **4/12/2021** Monday CATALINA AV - SAPPHIRE ST 94' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Parking Maneuver Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9270450 **5/15/2021** **00:01** Saturday CATALINA AV - TOPAZ ST 223' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 38 2018 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 2004 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9293989 **7/7/2021** **01:57** Wednesday CATALINA AV - AVENUE A 210' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Parking Maneuver Male Age: 39 2011 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Violation Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Not Stated Not Sta Age: 2016 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Violation Not Stated Not Stated

9343067 **7/27/2021** **21:27** Tuesday CATALINA AV - AVENUE C 130' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Rear-End Bicycle Driving Under Influence 23152A Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Bicyclist North Proceeding Straight Male Age: 52 0 - Bicycle Severe Injury
Veh Type: Bicycle Sobriety: HBD Not Under Influ Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Proceeding Straight Male Age: 26 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9339150 **9/7/2021** **21:05** Tuesday CATALINA AV - SAPPHIRE ST 107' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9347126 **9/22/2021** **14:21** Wednesday CATALINA AV - AVENUE I 110' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Entering Traffic Male Age: 0 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Proceeding Straight Female Age: 63 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9389863	**12/17/2021**	**21:00**	Friday	CATALINA AV - TOPAZ ST		245'	Direction: South	Dark - Street Ligh	Clear		Pty at Fault:2
	Sideswipe		Parked Motor Vehicle	Improper Turning	22107		Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0

Party 1	Driver	South	Proceeding Straight	Male	Age: 50	2019 -		Unknown Hit and Run Vehicle Involvem	No Injury
Veh Type: Not Stated		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated		Not Stated		Not Stated	
Party 2	Parked Vehicle	South	Parked	Not Sta	Age:	2016 FORD		Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated		Not Stated		Not Stated	

Segment Length: 1.21 miles (6,374')

Collisions per mile: 14.91

Settings for Query:

Segment: CATALINA AV between AVENUE I and ESPLANADE
Include Intersection Related at Limit 1 (AVENUE I): False
Include Intersection Related at Limit 2 (ESPLANADE): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Catalina Avenue **LIMITS:** Esplanade/Pearl Street to Beryl Street **SURVEY LOCATION:** 101 S. Catalina Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47			0
46	X		1
45			0
44	X	X	2
43		X	1
42	X	XXXXX	6
41	X	XX	3
40	XXXXXX	X	7
39	XXXX	XXXXXX	10
38	XXXX	XXXXX	9
37	XXXXXXX	XXXXXXXXX	16
36	XXXXXXXXXXX	XXXXXXXXXX	21
35	XXXXXXXXXX	XXXXXXXX	19
34	XXXXXXXXXX	XXXXX	16
33	XXXXXXXXXXXXX	XXXXXXXXXXXXXX	27
32	XXX	XXXXX	8
31	XXXXXXXXX	XXXXXX	15
30	XXXXX	XXXXXXXXX	14
29	XXXXXX	XXXXX	11
28	X	XXX	4
27		XXX	3
26	XX	X	3
25		X	1
24	X	X	2
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	200

******PACE******

DATE: 7/20/2022 **TIME :** 9:00 AM - 9:42 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised landscaped median, Left-turn channelization, Striped bike

ADJACENT LAND USE: Commercial, Residential, Park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,211 vehicles **SEGMENT LENGTH:** 0.74 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 7 midblock collisions

ACCIDENT RATE: 0.57 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 38 **M.P.H.**

50TH %: 33 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 78%

% OVER PACE: 16%

% UNDER PACE: 7%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Bike Route, Multiple Driveways, On-street Parking, Residential, Park

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 7

From 1/1/2019 to 12/31/2021

Total Collisions: 10

Injury Collisions: 5

Fatal Collisions: 0

Collision Summary Report

7/26/22

CATALINA AV from ESPLANADE to BERYL ST

8879009 **6/9/2019** **02:51** Sunday CATALINA AV - BERYL ST 78' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Head-On Other Motor Vehicle Driving Under Influence 23153A Hit & Run: No Other Visible Injury # Inj: 4 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 39 2018 TOYOTA Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 63 2017 KIA Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

8902638 **7/15/2019** Monday CATALINA AV - CARNELIAN ST 157' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Unsafe Lane Change 21658A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2011 TOYOTA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8963991 **10/9/2019** **16:37** Wednesday CATALINA AV - TORRANCE BLVD 171' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Following Too Closely 21703 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 69 2004 FORD Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 30 2019 MAZDA Mini Van Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 3 Driver North Proceeding Straight Female Age: 51 2017 JAGUAR Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 4 Driver North Proceeding Straight Female Age: 54 2015 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8963968 **10/11/2019** **19:28** Friday CATALINA AV - CARNELIAN ST 190' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 28 2005 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2017 NISSAN Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2011 LEXUS Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle South Parked Not Sta Age: 2010 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9049573 **2/8/2020** **16:45** Saturday CATALINA AV - TORRANCE BLVD 105' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Changing Lanes Male Age: 44 2018 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Male Age: 0 WHITE Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

9110679 **6/3/2020** **13:11** Wednesday CATALINA AV - CARNELIAN ST 77' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 35 2007 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2007 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9125520 **7/5/2020** **01:37** Sunday CATALINA AV - PACIFIC AV 93' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Overturned Fixed Object Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Other Unsafe Turning Male Age: 23 2014 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Violation Air Bag Deployed Not Stated

9235202 **3/13/2021** **12:55** Saturday CATALINA AV - GARNET ST 300' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver Not St Proceeding Straight Female Age: 19 2008 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver Not St Stopped in Road Female Age: 71 1999 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9284108 **6/28/2021** **00:22** Monday CATALINA AV - GARNET ST 195' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 28 2001 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2010 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9314827 **8/6/2021** **11:57** Friday CATALINA AV - GARNET ST 210' Direction: North Daylight Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 57 2016 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2000 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2020 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.74 miles (3,916')

Collisions per mile: 13.48

Settings for Query:

Segment: CATALINA AV between ESPLANADE and BERYL ST
Include Intersection Related at Limit 1 (ESPLANADE): False
Include Intersection Related at Limit 2 (BERYL ST): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Catalina Avenue **LIMITS:** Beryl Street to Pacific Coast Highway **SURVEY LOCATION:** 732 N. Catalina Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52		X	1	
51	X	X	2	
50	X	X	2	
49		X	1	
48			0	
47	XX	X	3	
46	XXXX	XXX	7	
45	XXX	X	4	
44	XXXX	XXX	7	
43	XXX	XX	5	
42	XXXXXXXXX	XXXXXXXX	16	*****
41	XXXXXX	XXXXXX	12	*****
40	XXXXXXXXXXX	XXX	14	*****
39	XXXXXXXXXXX	XXXXXXXXX	20	PACE
38	XXXXXX	XXXXXXX	13	PACE
37	XXXXXXXXXXXXXXX	XXXXXXXXXXXXX	28	PACE
36	XXXXXXX	XXXXXXXX	15	PACE
35	XXX	XXXXXX	9	PACE
34	XXXX	XXXXXXXXX	12	PACE
33	XXX	XXXXXXXXXX	13	PACE
32	XXX	XX	5	*****
31	X	XXX	4	*****
30		XXX	3	*****
29		XX	2	*****
28	X		1	
27			0	
26			0	
25	X		1	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/20/2022 **TIME :** 8:25 AM - 8:49 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised median/Two-way left-turn lane, Left-turn channelization

ADJACENT LAND USE: Commercial/, Residential

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 15,045 vehicles **SEGMENT LENGTH:** 0.52 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 5 midblock collisions

ACCIDENT RATE: 0.59 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 42 **M.P.H.**

50TH %: 37 M.P.H.

15TH %: 33 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 76%

% OVER PACE: 16%

% UNDER PACE: 8%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Continuity of Speed

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 5

From 1/1/2019 to 12/31/2021

Total Collisions: 6

Injury Collisions: 4

Fatal Collisions: 0

Collision Summary Report

7/26/22

CATALINA AV from BERYL ST to PACIFIC COAST HWY

8900510 **7/11/2019** **10:38** Thursday CATALINA AV - BROADWAY 144' Direction: West Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 53 2003 VOLKSWAGEN Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9018064 **12/25/2019** **21:59** Wednesday CATALINA AV - ELENA AV (N) 145' Direction: South Dark - Street Ligh Raining Pty at Fault:1
Hit Object Fixed Object Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 18 2004 TOYOTA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9049595 **2/13/2020** **09:56** Thursday CATALINA AV - GERTRUDA AV 209' Direction: North Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 91 2005 BUICK Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9049589 **2/15/2020** **11:15** Saturday CATALINA AV - ELENA AV (N) 80' Direction: South Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Making Left Turn Not Sta Age: 0 OTHER - AUTO Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9238835 **3/11/2021** **19:45** Thursday CATALINA AV - ELENA AV (N) 113' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Head-On Bicycle Wrong Side of Road 21460A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Making Left Turn Male Age: 55 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Bicyclist South Proceeding Straight Male Age: 59 0 - Bicycle Complaint of Pain
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9241655 **3/16/2021** **19:30** Tuesday CATALINA AV - GERTRUDA AV 245' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Making Left Turn Female Age: 68 2005 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Driver North Proceeding Straight Female Age: 35 2019 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated

Segment Length: 0.52 miles (2,739')

Collisions per mile: 11.57

Settings for Query:

Segment: CATALINA AV between BERYL ST and PACIFIC COAST HWY
Include Intersection Related at Limit 1 (BERYL ST): False
Include Intersection Related at Limit 2 (PACIFIC COAST HWY): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Grant Avenue **LIMITS:** Aviation Boulevard to Inglewood Avenue **SURVEY LOCATION:** 1802 Grant Avenue

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X		1
46		X	1
45			0
44	X	XX	3
43	X	XX	3
42	X	XX	3
41	XX	XX	4
40	XXX	XX	5
39	XXXXXX	XXXX	10
38	XXXXXX	XXX	9
37	XXXX	XXXXX	9
36	XXXXX	XXXX	9
35	XXXXXXXXX	XXXXXX	15
34	XXXX	XXXXX	9
33	XXX	XXXX	7
32	XXX	XX	5
31	X	XXX	4
30			0
29		X	1
28			0
27			0
26		X	1
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

PACE

DATE: 7/19/2022 **TIME :** 11:18 AM - 11:43 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Left-turn channelization, Striped bike lane

ADJACENT LAND USE: Residential, Elementary School, Park, Fire Station

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 11,815 vehicles **SEGMENT LENGTH:** 1.23 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 10 midblock collisions

ACCIDENT RATE: 0.63 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 40 **M.P.H.**

50TH %: 35 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 82%

% OVER PACE: 11%

% UNDER PACE: 7%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential, Park

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 10

From 1/1/2019 to 12/31/2021

Total Collisions: 16

Injury Collisions: 3

Fatal Collisions: 0

Collision Summary Report

7/26/22

GRANT AV from AVIATION BLVD to INGLEWOOD AV

8894632 **6/26/2019** **09:12** Wednesday GRANT AV - PHELAN LN 185' Direction: East Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 19 2011 TOYOTA Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Making Right Turn Female Age: 89 2003 TOYOTA Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

8917521 **7/31/2019** **05:01** Wednesday GRANT AV - MACKAY LN 145' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 27 2000 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle Not St Parked Not Sta Age: 2018 BMW Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9018335 **12/19/2019** Thursday GRANT AV - SLAUSON LN 266' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Male Age: 34 2015 SUBARU Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2017 KIA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9161453 **9/19/2020** **10:47** Saturday GRANT AV - RINDGE LN 254' Direction: East Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver North Making Left Turn Female Age: 40 2007 - Mini Van Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver East Proceeding Straight Male Age: 25 2018 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9196202 **11/27/2020** Friday GRANT AV - RINDGE LN 300' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9237929 **3/12/2021** **00:33** Friday GRANT AV - PHELAN LN 100' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152F Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 49 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Violation Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2008 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9238895 **3/15/2021** **11:02** Monday GRANT AV - MACKAY LN 113' Direction: East Not Stated Clear Pty at Fault:
Other Animal Other Than Driver or Ped Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Other North Entering Traffic Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Proceeding Straight Female Age: 38 2018 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9241771 **3/16/2021** Tuesday GRANT AV - SLAUSON LN 110' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9241772 **3/17/2021** **23:27** Wednesday GRANT AV - HARKNESS LN 161' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Not Sta Age: 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Violation Not Stated Not Stated
Party 2 Parked Vehicle East Not Stated Not Sta Age: 2009 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle East Not Stated Not Sta Age: 2013 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle East Not Stated Not Sta Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9270451 **5/16/2021** **01:57** Sunday GRANT AV - BLOSSOM LN 263' Direction: East Dark - Street Ligh Raining Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Bicyclist East Proceeding Straight Male Age: 27 0 - Bicycle Other Visible Injury
Veh Type: Bicycle Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle Not St Parked Not Sta Age: 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9270946 **5/23/2021** **14:44** Sunday GRANT AV - FLAGLER LN 223' Direction: East Daylight Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Backing Not Sta Age: 2004 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9261035 **6/9/2021** Wednesday GRANT AV - RINDGE LN 283' Direction: East Daylight Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Backing Female Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle East Parked Not Sta Age: 0 JEEP Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9317944 **8/24/2021** **16:46** Tuesday GRANT AV - INGLEWOOD AV 120' Direction: West Daylight Clear Pty at Fault:1
Other Other Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Backing Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Stopped in Road Male Age: 17 2020 JEEP All Terrain Vehicle No Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9325416 **8/28/2021** **15:02** Saturday GRANT AV - FLAGLER LN 113' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Entering Traffic Male Age: 41 2005 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Female Age: 16 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9382844 **11/22/2021** **16:23** Monday GRANT AV - FELTON LN 280' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Passing 21755A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Not Stated Not Sta Age: 0 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2007 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9388728 **12/23/2021** **21:07** Thursday GRANT AV - FLAGLER LN 133' Direction: East Dark - Street Ligh Raining Pty at Fault:1
Hit Object Fixed Object Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 18 2000 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 1.23 miles (6,515')

Collisions per mile: 12.97

Settings for Query:

Segment: GRANT AV between AVIATION BLVD and INGLEWOOD AV
Include Intersection Related at Limit 1 (AVIATION BLVD): False
Include Intersection Related at Limit 2 (INGLEWOOD AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Grant Avenue **LIMITS:** Inglewood Avenue to Kingsdale Avenue **SURVEY LOCATION:** 2747 Grant Avenue

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44		X	1	
43		X	1	
42			0	
41	XX	X	3	
40	XXX		3	
39	XXX	XXXXX	8	*
38	XXXXX	XXXXXXXX	13	*
37	XXX	XXXXX	8	*
36	XXXXX	XX	7	PACE
35	XXXXXXXX	XXXX	12	*
34	XXXXXX		6	*
33	XXXXXX	XXXXXXXX	14	*
32	XXXX	XXX	7	*
31	XXX	XX	5	*
30		XXXXX	5	*
29	XX	XXX	5	
28		X	1	
27		X	1	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 11:53 AM - 12:20 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Striped bike lane

ADJACENT LAND USE: Residential, Park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,111 vehicles **SEGMENT LENGTH:** 0.30 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.50 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 38 **M.P.H.**

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 85%

% OVER PACE: 8%

% UNDER PACE: 7%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lanes, Multiple Driveways, On-street Parking, Residential, Park
Assembly Bill # 43 (Per City records, no changes in roadway configuration since last Speed Survey)

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

GRANT AV from INGLEWOOD AV to KINGSDALE AV

9056638	**3/2/2020**	**20:13**	Monday	GRANT AV - INGLEWOOD AV		232'	Direction: East	Dark - Street Ligh	Clear		Pty at Fault:1
	Overturned		non-collision	Unsafe Speed		22350	Hit & Run: No	Severe Injury		# Inj: 1	# Killed: 0

Party 1	Driver	West	Proceeding Straight	Male	Age: 31	2012 DUCATI (MOTOR	Motorcycle	Severe Injury
Veh Type: Motorcycle		Sobriety: HNBD		Assoc Factor: Not Stated		Other	Not Stated	

Segment Length: 0.30 miles (1,568')

Collisions per mile: 3.37

Settings for Query:

Segment: GRANT AV between INGLEWOOD AV and KINGSDALE AV
Include Intersection Related at Limit 1 (INGLEWOOD AV): False
Include Intersection Related at Limit 2 (KINGSDALE AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Torrance Boulevard **LIMITS:** Pier to Pacific Coast Highway **SURVEY LOCATION:** 695 The Village

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40			0	
39			0	
38			0	
37			0	
36		XX	2	
35		X	1	
34			0	
33			0	
32		XX	2	
31		XX	2	
30		XXX	3	
29	X	XXX	4	
28	X	XXXXXX	7	
27	X	XXXXXXX	8	
26	XXXXX	XXXXXXXXXXXXXXXXX	22	*
25	XXX	XXXXXXXXXXXXXXXXX	22	*
24	XXXXXXXX	XXXXXXXXXXXXXXX	22	*
23	XXXXXXXXXXX	XXXXXX	17	PACE
22	XXXXXXX	XXXXXXX	14	*
21	XXXXXXXXX	XXXXXX	15	*
20	XXXXXXX		7	*
19	XXXXXXXXXXXXXX	XXXXX	19	*
18	XXXXXXXXXX		10	
17	XXXXXXXXXXXXXXX		15	
16	XXXXXXXX		8	
15			0	
		GRAND TOTALS	200	

DATE: 7/21/2022 **TIME :** 12:39 PM - 1:31 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised landscaped median, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential, Pier

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 8,253 vehicles **SEGMENT LENGTH:** 0.15 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 1.48 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 26 **M.P.H.**

50TH %: 22 M.P.H.

15TH %: 17 M.P.H.

AVERAGE SPEED: 23 M.P.H.

10 MPH PACE: 17 - 26 M.P.H.

% IN PACE: 82%

% OVER PACE: 15%

% UNDER PACE: 4%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Accident Rate, On-street Parking

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 25 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

7/26/22

TORRANCE BLVD from PACIFIC COAST HWY to GEORGE FREETH WY

8881559 **6/14/2019** **17:20** Friday TORRANCE BLVD - PACIFIC COAST HWY 153' Direction: West Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Making Right Turn Female Age: 70 2018 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9196366 **11/12/2020** **13:14** Thursday TORRANCE BLVD - BROADWAY 203' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Changing Lanes Male Age: 25 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Male Age: 47 2014 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.15 miles (791')

Collisions per mile: 13.35

Settings for Query:

Segment: TORRANCE BLVD between PACIFIC COAST HWY and GEORGE FREETH WY
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (GEORGE FREETH WY): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Aviation Boulevard **LIMITS:** Harper Avenue to Artesia Boulevard **SURVEY LOCATION:** 1212 Aviation Boulevard

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47	X		1	
46			0	
45			0	
44	XX	XX	4	
43	XXX		3	
42	XX		2	
41	XX	XX	4	
40	XXXX	XX	6	*
39	XXXX	X	5	*
38	XXX	XXXXX	8	*
37	XXXXX	XX	7	PACE
36	XX	XXXXXXX	9	
35	XX	XXX	5	
34	XXXXXX	XXXXXXXXX	15	*
33	XXX	XXXX	7	*
32	XXXX	XXXX	8	*
31	XX	XXXX	6	*
30	XX	XXX	5	
29	X	XX	3	
28			0	
27	X		1	
26	X		1	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 12:39 PM - 12:54 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Two-way left-turn lane/Striped centerline, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 31,056 vehicles **SEGMENT LENGTH:** 0.62 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 19 midblock collisions

ACCIDENT RATE: 0.91 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 40 **M.P.H.**

50TH %: 35 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 76%

% OVER PACE: 14%

% UNDER PACE: 10%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-street Parking

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 19

From 1/1/2019 to 12/31/2021

Total Collisions: 21

Injury Collisions: 15

Fatal Collisions: 0

Collision Summary Report

7/26/22

AVIATION BLVD from HARPER AV to ARTESIA BLVD

8827963 **3/20/2019** **12:54** Wednesday AVIATION BLVD - FORD AV 173' Direction: East Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 33 2016 CHEVROLET Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver East Stopped in Road Female Age: 43 1999 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver West Entering Traffic Female Age: 67 2017 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8877590 **5/29/2019** **12:23** Wednesday AVIATION BLVD - GRANT AV 216' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle West Parked Not Sta Age: 2019 LEXUS Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8875689 **6/11/2019** **17:51** Tuesday AVIATION BLVD - ARTESIA BLVD 270' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Complaint of Pain # Inj: 3 # Killed: 0

Party 1 Driver West Entering Traffic Male Age: 41 2013 DODGE Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 43 2017 VOLKSWAGEN Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8894774 **7/2/2019** **08:42** Tuesday AVIATION BLVD - STEINHART AV 83' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Entering Traffic Female Age: 49 2017 GMC Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Male Age: 41 2006 SUZUKI Motorcycle Other Visible Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated

8940662 **9/5/2019** **21:17** Thursday AVIATION BLVD - GRANT AV 210' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 2004 AUDI No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Slowing/Stopping Female Age: 18 2015 FORD No Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8940524 **9/11/2019** **21:58** Wednesday AVIATION BLVD - CARNEGIE LN 341' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Broadside Bicycle Auto R/W Violation 21801A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 48 2011 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Bicyclist North Proceeding Straight Male Age: 45 0 - Bicycle Other Visible Injury
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

8993933 **11/24/2019** **09:57** Sunday AVIATION BLVD - CARNEGIE LN 181' Direction: South Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 24 2013 SUBARU Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver South Stopped in Road Female Age: 44 2019 MINI Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9038680 **1/15/2020** **15:12** Wednesday AVIATION BLVD - FORD AV 219' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Other Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Entering Traffic Male Age: 47 2019 CHEVROLET Police Car No Injury
Veh Type: Emergency Vehicle Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Male Age: 66 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9049579 **2/14/2020** **17:07** Friday AVIATION BLVD - ARTESIA BLVD 280' Direction: South Daylight Clear Pty at Fault:1
Head-On Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 49 2014 CHEVROLET Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver South Stopped in Road Male Age: 31 2018 MINI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9068372 **5/3/2020** **03:07** Sunday AVIATION BLVD - HUNTINGTON LN 117' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Head-On Animal Driving Under Influence 23152F Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 26 2006 - Pickups & Panels Other Visible Injury
Veh Type: Pickup Truck Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated

9194188 **12/4/2020** **18:10** Friday AVIATION BLVD - ORMOND LN 138' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Vehicle - Pedestrian Pedestrian Pedestrian Violation 21954A Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Pedestrian West Proceeding Straight Male Age: 82 0 - Pedestrian Severe Injury
Veh Type: Pedestrian Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Slowing/Stopping Female Age: 42 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9209598 **12/22/2020** **17:19** Tuesday AVIATION BLVD - HUNTINGTON LN 93' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 55 2013 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Stopped in Road Female Age: 36 2021 - Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 3 Driver North Stopped in Road Male Age: 33 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 4 Driver North Stopped in Road Female Age: 69 2007 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9260969 **6/11/2021** **17:41** Friday AVIATION BLVD - ARTESIA BLVD 282' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Making Left Turn Male Age: 60 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 66 2018 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9284205 **6/17/2021** **18:30** Thursday AVIATION BLVD - STEINHART AV 55' Direction: East Daylight Cloudy Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 34 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Stopped in Road Male Age: 50 2019 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver North Proceeding Straight Female Age: 32 1994 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9284111 **6/24/2021** **11:20** Thursday AVIATION BLVD - STANFORD AV 72' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Other Unsafe Turning Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver West Proceeding Straight Female Age: 30 2020 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9314756 **7/30/2021** **02:13** Friday AVIATION BLVD - FORD AV 212' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Merging Not Sta Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Violation Not Stated Not Stated
Party 2 Driver South Proceeding Straight Male Age: 18 2019 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9325547 **9/4/2021** **14:55** Saturday AVIATION BLVD - CARNEGIE LN 123' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Following Too Closely 21703 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 41 2004 - Motorcycle Complaint of Pain
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated
Party 2 Driver North Slowing/Stopping Female Age: 19 2014 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9359130 **10/29/2021** **15:30** Friday AVIATION BLVD - GRANT AV 80' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Not Sta Age: 0 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver South Proceeding Straight Female Age: 53 2005 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9369191 **11/19/2021** **16:59** Friday AVIATION BLVD - ARTESIA BLVD 431' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver West Making Left Turn Female Age: 29 2014 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 37 2002 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Violation Air Bag Deployed Not Stated

9369186 **11/22/2021** **19:38** Monday AVIATION BLVD - GRANT AV 500' Direction: North Dark - Street Ligh Clear Pty at Fault:2
Broadside Pedestrian Wrong Side of Road 21650 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 39 2021 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Bicyclist North Proceeding Straight Male Age: 31 0 - Bicycle Complaint of Pain
Veh Type: Bicycle Sobriety: HBD Under Influence Assoc Factor: Not Stated Not Stated Not Stated

9383348 **12/4/2021** **20:07** Saturday AVIATION BLVD - GRANT AV 1800' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Rear-End Other Motor Vehicle Driving Under Influence 23152A Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 43 2002 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Stopped in Road Male Age: 49 2014 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver North Stopped in Road Male Age: 68 2019 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 4 Driver North Stopped in Road Female Age: 65 2010 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.62 miles (3,257')

Collisions per mile: 34.04

Settings for Query:

Segment: AVIATION BLVD between HARPER AV and ARTESIA BLVD
Include Intersection Related at Limit 1 (HARPER AV): False
Include Intersection Related at Limit 2 (ARTESIA BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Aviation Boulevard **LIMITS:** rtesia Boulevard to Robinson Street/2nd Stree **SURVEY LOCATION:** 522 S. Aviation Boulevard

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50	X		1	
49	X		1	
48	XX		2	
47	X	XX	3	
46	X	XX	3	
45			0	
44	XX	X	3	
43	XXX	XXXX	7	*
42	XX	XXXX	6	*
41	XXX	XXXXX	8	*
40	XXXX	XXXXX	9	P
39	XXXX	XXXXX	9	A
38	XXXX	XXXXXXXX	12	C
37	XXXXX	XXX	8	E
36	XXXXXX	X	7	*
35	XXXXX	XXXX	9	*
34	XXX	XX	5	*
33	X	XX	3	
32	X	X	2	
31	X		1	
30			0	
29		X	1	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 1:03 PM - 1:21 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised concrete median/Two-way left-turn lane

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 35,134 vehicles **SEGMENT LENGTH:** 0.52 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.10 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 42 **M.P.H.**

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 39 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 80%

% OVER PACE: 13%

% UNDER PACE: 7%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential, Continuity of Speed

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

AVIATION BLVD from ARTESIA BLVD to 2ND ST

8923756 **8/10/2019** **19:37** Saturday AVIATION BLVD - GATES AV 169' Direction: North Daylight Clear Pty at Fault:1

Sideswipe Other Motor Vehicle Auto R/W Violation 21801A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Making Left Turn Female Age: 16 2008 BMW Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver North Proceeding Straight Male Age: 20 2003 FORD Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9161452 **9/19/2020** **07:12** Saturday AVIATION BLVD - VOORHEES AV 129' Direction: South Daylight Clear Pty at Fault:1

Hit Object Fixed Object Other A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 25 1997 - Passenger Car, Station Wagon, Jeep Other Visible Injury

Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated

Segment Length: 0.52 miles (2,747')

Collisions per mile: 3.84

Settings for Query:

Segment: AVIATION BLVD between ARTESIA BLVD and 2ND ST
Include Intersection Related at Limit 1 (ARTESIA BLVD): False
Include Intersection Related at Limit 2 (2ND ST): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Aviation Boulevard **LIMITS:** obinson Street/2nd Street to Manhattan Beach Bl **SURVEY LOCATION:** 1057 N. Aviation Boulevard

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45	XXX	X	4	
44	X	XXX	4	
43	X	XXX	4	
42	XXX	X	4	
41	X	X	2	
40	X		1	*
39	XXXX	XXXXX	9	*
38	XXX	XXXXXXX	10	*
37	XXXXX	XXXXXXXXXX	15	PACE
36	XXX	XXXXX	8	*
35	XXXXXXXXXX	XXX	13	*
34	XX	XXXXX	7	*
33	X	XX	3	*
32	XX	X	3	*
31	XXXXXXX		7	*
30	X		1	
29	XX	X	3	
28			0	
27		X	1	
26			0	
25		X	1	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/19/2022 **TIME :** 1:31 PM - 1:53 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised median/Two-way left-turn lane, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 38,195 vehicles **SEGMENT LENGTH:** 0.52 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 41 **M.P.H.**

50TH %: 36 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 76%

% OVER PACE: 18%

% UNDER PACE: 6%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-street Parking, Residential, Continuity of Speed

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: None

From 1/1/2019 to 12/31/2021

Total Collisions: 2

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

AVIATION BLVD from 2ND ST to MANHATTAN BEACH BLVD

8923760 **8/9/2019** **15:55** Friday AVIATION BLVD - MANHATTAN BEACH BLVD 90' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Changing Lanes Not Sta Age: 0 MERCEDES-BENZ Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Proceeding Straight Female Age: 35 2015 VOLVO Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9087923 **5/8/2020** **13:50** Friday AVIATION BLVD - MANHATTAN BEACH BLVD 73' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Changing Lanes Not Sta Age: 0 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver North Stopped in Road Female Age: 59 2006 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.52 miles (2,739')

Collisions per mile: 3.86

Settings for Query:

Segment: AVIATION BLVD between 2ND ST and MANHATTAN BEACH BLVD
Include Intersection Related at Limit 1 (2ND ST): False
Include Intersection Related at Limit 2 (MANHATTAN BEACH BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Aviation Boulevard **LIMITS:** Manhattan Beach Boulevard to Marine Avenue **SURVEY LOCATION:** 1812 Wendy Way

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65	X		1	
64	X	X	2	
63		X	1	
62			0	
61			0	
60			0	
59		X	1	
58			0	
57			0	
56			0	
55	X	X	2	
54	X	X	2	
53	X		1	
52	X	X	2	
51	XXXX	X	5	
50	XXX		3	
49	XXXXX	XX	7	
48	XXX	XXXXXXX	10	
47	XXXX	X	5	
46	XXXXXXX	XXXXXXX	14	*
45	XXX	XXXXXXX	10	*
44	XXXXXX	XXX	9	*
43	XXXXXXX	XXXXXXXX	15	PACE
42	XXXXXXXXX	XXXXXXXXXX	19	*
41	XXXX	XXXXXX	10	*
40	XXXXXXX	XXXXXXX	14	*
39	XXXXXXXXX	XXXXX	15	
38	XXX	XXXXXXXXX	12	
37	XXXXXXXX	XXXX	12	
36	XX	XXX	5	
35	XXXX	XXXXX	9	
34	XX	XXX	5	
33	XXX	XXXXX	8	
32		X	1	
31			0	
30			0	
29			0	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/19/2022 **TIME :** 2:03 PM - 2:47 PM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, Striped double-double yellow centerline, Left-turn channelization

ADJACENT LAND USE: Commercial, Non-fronting residential, Park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 38,088 vehicles **SEGMENT LENGTH:** 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.10 acc/mvm **EXPECTED RATE:** 0.75 acc/mvm

85TH %: 47 **M.P.H.**

50TH %: 41 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 43 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 65%

% OVER PACE: 21%

% UNDER PACE: 14%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Non-fronting Residential, Park

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

AVIATION BLVD from MANHATTAN BEACH BLVD to MARINE AV

8914000 **7/24/2019** **16:23** Wednesday AVIATION BLVD - MARINE AV 335' Direction: South Daylight Clear Pty at Fault:1

Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Felony Complaint of Pain # Inj: 2 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 1994 TOYOTA Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Driver North Slowing/Stopping Female Age: 33 2013 AUDI Passenger Car, Station Wagon, Jeep Complaint of Pain

Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8978888 **11/8/2019** **11:35** Friday AVIATION BLVD - SPACE PARK DR 128' Direction: North Daylight Clear Pty at Fault:1

Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Changing Lanes Male Age: 42 2019 FORD Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver South Proceeding Straight Male Age: 62 2017 TESLA Passenger Car, Station Wagon, Jeep No Injury

Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.50 miles (2,644')

Collisions per mile: 3.99

Settings for Query:

Segment: AVIATION BLVD between MANHATTAN BEACH BLVD and MARINE AV
Include Intersection Related at Limit 1 (MANHATTAN BEACH BLVD): False
Include Intersection Related at Limit 2 (MARINE AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Diamond Street **LIMITS:** Catalina Avenue to Prospect Avenue **SURVEY LOCATION:** 713 Diamond Street

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41		X	1	
40		XX	2	
39			0	
38			0	
37	X		1	
36			0	
35	X	X	2	
34	XX	X	3	
33	X	XX	3	*
32	XXXX	XXXXXXX	11	*
31	XXXXXXX	XXXXXXXXXX	17	*
30	XXXXXX	XXXX	10	PACE
29	XX	XXXXXX	8	
28	XXXXXX	XXXXX	11	
27	XXXX	XXX	7	
26		XXXXX	5	*
25	XXXX	XXXXX	9	*
24	XX	XX	4	*
23		X	1	
22	XX	X	3	
21		X	1	
20	X		1	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/26/2022 **TIME :** 11:37 AM - 12:08 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Striped bike lane

ADJACENT LAND USE: Commercial, Residential, High School

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 4,256 vehicles **SEGMENT LENGTH:** 0.84 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.51 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 31 **M.P.H.**

50TH %: 29 M.P.H.

15TH %: 24 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 85%

% OVER PACE: 9%

% UNDER PACE: 6%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, High Pedestrian Activity, On-street Parking, School Zone, Residential

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 3

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

DIAMOND ST from CATALINA AV to PROSPECT AV

8947793 **9/20/2019** **12:50** Friday DIAMOND ST - HELBERTA AV 94' Direction: East Daylight Clear Pty at Fault:1

Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Making Right Turn Female Age: 53 2013 OTHER - BUS Public Transit Authority No Injury
Veh Type: Other Bus Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle East Parked Not Sta Age: 2017 FORD Police Car No Injury
Veh Type: Emergency Vehicle Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9166270 **10/3/2020** **10:30** Saturday DIAMOND ST - PACIFIC COAST HWY 100' Direction: West Daylight Clear Pty at Fault:1

Hit Object Fixed Object Other Improper Driving Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Entering Traffic Female Age: 81 2013 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Violation Air Bag Not Deployed Not Stated

9350986 **8/25/2021** **15:15** Wednesday DIAMOND ST - FRANCISCA AV 64' Direction: East Daylight Clear Pty at Fault:1

Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Proceeding Straight Not Sta Age: 1999 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Driver West Stopped in Road Female Age: 48 2019 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.84 miles (4,440')

Collisions per mile: 3.57

Settings for Query:

Segment: DIAMOND ST between CATALINA AV and PROSPECT AV
Include Intersection Related at Limit 1 (CATALINA AV): False
Include Intersection Related at Limit 2 (PROSPECT AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Manhattan Beach Blvd **LIMITS:** Aviation Boulevard to Inglewood Avenue **SURVEY LOCATION:** 2427 Manhattan Beach Boulevard

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53	X		1	
52			0	
51	X	XXX	4	
50		X	1	
49		XXX	3	
48	X		1	
47	X	X	2	
46	XX	XX	4	
45	X	XXXXX	6	
44	XX	XXXXXXXX	10	*
43	XXXXXXX	XXXXXXX	14	*
42	XXXXXXXXXXXXX	XXXX	17	*
41	XXXXXXXXXXXXXX	XXXX	18	* PACE
40	XXXXXXXXX	XXXXXX	15	*
39	XXXXXXXXXXXXXX	XXXXXXXXXX	25	*
38	XXXXXXXXX	XXXXXXXXXXX	21	*
37	XXXXX	XXXXXX	12	*
36	XXXXXX	XXXXX	11	*
35	XXXX	XXXXXXXX	12	*
34	XXX	XXXXX	8	
33	XXX	XXX	6	
32	XXX	XXXXX	8	
31	X		1	
30			0	
29			0	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/21/2022 **TIME :** 8:30 AM - 9:00 AM

STREET CLASSIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 - 3 lanes each direction, Raised landscaped median, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 32,573 vehicles **SEGMENT LENGTH:** 1.00 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 11 midblock collisions

ACCIDENT RATE: 0.31 acc/mvm **EXPECTED RATE:** 0.75 acc/mvm

85TH %: 43 **M.P.H.**

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 78%

% OVER PACE: 11%

% UNDER PACE: 12%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 40 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 11

From 1/1/2019 to 12/31/2021

Total Collisions: 12

Injury Collisions: 6

Fatal Collisions: 0

Collision Summary Report

7/26/22

MANHATTAN BEACH BLVD from AVIATION BLVD to INGLEWOOD AV

8812367 **2/8/2019** **14:10** Friday MANHATTAN BEACH BLVD - GIBSON PL (N) 223' Direction: East Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21802A Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver South Entering Traffic Male Age: 65 2004 TOYOTA Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Male Age: 52 2018 ASTON MARTIN Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

8821081 **3/1/2019** **02:50** Friday MANHATTAN BEACH BLVD - JOHNSTON AV 90' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Hit Object Fixed Object Unsafe Lane Change 21658A Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 33 2017 INFINITI Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated

8881330 **6/17/2019** **18:30** Monday MANHATTAN BEACH BLVD - GREEN LN 90' Direction: East Daylight Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Backing Male Age: 19 2005 TOYOTA Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle East Parked Not Sta Age: 2011 NISSAN Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8907875 **7/29/2019** **17:01** Monday MANHATTAN BEACH BLVD - INGLEWOOD AV 354' Direction: West Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Following Too Closely 21703 Hit & Run: No Complaint of Pain # Inj: 2 # Killed: 0

Party 1 Driver East Changing Lanes Male Age: 58 2005 CHEVROLET Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver East Stopped in Road Male Age: 46 2002 FORD Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8932798 **8/26/2019** **17:15** Monday MANHATTAN BEACH BLVD - BLOSSOM LN 93' Direction: West Daylight Clear Pty at Fault:1
Not Stated Other Motor Vehicle Unsafe Speed 22350A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 29 2000 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver East Stopped in Road Male Age: 59 2009 FORD Pickups & Panels Complaint of Pain
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8948215 **9/14/2019** **20:47** Saturday MANHATTAN BEACH BLVD - RINDGE LN 154' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Female Age: 48 2009 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle East Parked Not Sta Age: 2001 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle East Parked Not Sta Age: 2005 CHEVROLET Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9018459 **1/5/2020** **21:06** Sunday MANHATTAN BEACH BLVD - VAIL AV 526' Direction: East Dark - Street Ligh Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Other Unsafe Turning Male Age: 58 2017 VOLKSWAGEN Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9019837 **1/13/2020** **09:30** Monday MANHATTAN BEACH BLVD - INGLEWOOD AV 60' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Not Sta Age: 0 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Stopped in Road Male Age: 44 2017 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9191271 **11/24/2020** **00:25** Tuesday MANHATTAN BEACH BLVD - DOW AV 200' Direction: West Dark - Street Ligh Clear Pty at Fault:1
Not Stated Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 38 1998 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9282637 **6/21/2021** **11:54** Monday MANHATTAN BEACH BLVD - AVIATION BLVD 465' Direction: East Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Auto R/W Violation 21801A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Making Left Turn Male Age: 32 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Female Age: 21 2020 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

9316432 **8/2/2021** **17:55** Monday MANHATTAN BEACH BLVD - JOHNSTON AV 230' Direction: East Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Changing Lanes Male Age: 0 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Not Stated East Changing Lanes Male Age: 67 2002 - Motorcycle No Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Required Not Stated

9368044 **11/17/2021** **14:20** Wednesday MANHATTAN BEACH BLVD - INGLEWOOD AV 325' Direction: West Daylight Not Stated Pty at Fault:1
Head-On Fixed Object Auto R/W Violation 21804A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Making Left Turn Male Age: 83 1995 FORD Two Axle Truck No Injury
Veh Type: Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver West Proceeding Straight Male Age: 35 2006 - All Terrain Vehicle No Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 1.00 miles (5,270')

Collisions per mile: 12.02

Settings for Query:

Segment: MANHATTAN BEACH BLVD between AVIATION BLVD and INGLEWOOD AV
Include Intersection Related at Limit 1 (AVIATION BLVD): False
Include Intersection Related at Limit 2 (INGLEWOOD AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Palos Verdes Boulevard **LIMITS:** Pacific Coast Highway to East City Limit **SURVEY LOCATION:** 1067 Palos Verdes Boulevard

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52		X	1	
51			0	
50			0	
49			0	
48	X	X	2	
47	X	XX	3	
46		X	1	
45	X	XX	3	
44		XXX	3	
43	XXX	X	4	
42	XX	XX	4	
41	XX	X	3	
40	XXXXXXX	XXX	10	*
39	XXXXXXXXX	XXXX	13	*
38	XXXXX	XXXXX	10	*
37	XXXXXXX	XXXXXXXXX	16	PACE
36	XXXXXX	XXXXXXXX	14	
35	XXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	28	
34	XXXXXXXXXXX	XXXXXXX	17	
33	XXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXX	27	
32	XXXX	XXXXXXXXX	13	*
31	XXXXXX	XXXXX	11	*
30	XXX	XXXX	7	
29	XX		2	
28	XX	X	3	
27	X	X	2	
26		X	1	
25		X	1	
24		X	1	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/26/2022 **TIME :** 9:30 AM - 10:22 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Raised landscaped median, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 12,805 vehicles **SEGMENT LENGTH:** 0.67 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 2 midblock collisions

ACCIDENT RATE: 0.21 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 39 **M.P.H.**

50TH %: 34 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 80%

% OVER PACE: 12%

% UNDER PACE: 9%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential
Assembly Bill # 43 (Per City records, no changes in roadway configuration since last Speed Survey)

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 2

From 1/1/2019 to 12/31/2021

Total Collisions: 2

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

PALOS VERDES BLVD from PACIFIC COAST HWY to SUSANA AV

8838802 **3/31/2019** **09:26** Sunday PALOS VERDES BLVD - PROSPECT AV 342' Direction: East Daylight Clear Pty at Fault:1

Rear-End Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Other Unsafe Turning Male Age: 33 2018 JEEP Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Parked Vehicle West Not Stated Not Sta Age: 2018 HYUNDAI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Parked Vehicle Not St Not Stated Not Sta Age: 2019 SUBARU Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9200506 **12/21/2020** **19:10** Monday PALOS VERDES BLVD - AVENUE F 73' Direction: East Dark - Street Ligh Not Stated Pty at Fault:1

Sideswipe Other Motor Vehicle Driving Under Influence 23152A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Passing Other Vehicle Female Age: 44 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver West Stopped in Road Female Age: 41 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.67 miles (3,543')

Collisions per mile: 2.98

Settings for Query:

Segment: PALOS VERDES BLVD between PACIFIC COAST HWY and SUSANA AV
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (SUSANA AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Phelan Lane **LIMITS:** Fisk Lane/Lilienthal Lane to 190th Street **SURVEY LOCATION:** 611 Phelan Lane

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	PACE
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40			0	
39			0	
38			0	
37	X		1	
36			0	
35	X		1	
34			0	
33	XX		2	
32		X	1	
31			0	
30	X		1	
29	XXX	XXXX	7	*****
28	XXX	X	4	*****
27	XXXXXX		6	*****
26	XXXX	XXXXX	9	*****
25	XXXXXX	XXXXX	11	*****
24	XXXXXXXX	XXXX	12	*****
23	XXXXXX	X	7	*****
22	XXXXX	XXX	8	*****
21	XXXX	X	5	*****
20	XXXX		4	*****
19	XXXX		4	*****
18	X		1	*****
17			0	
16		XX	2	
15			0	
		GRAND TOTALS	86	

DATE: 7/20/2022 **TIME :** 1:58 PM - 2:59 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, Non-striped centerline

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,717 vehicles **SEGMENT LENGTH:** 0.13 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 28 **M.P.H.**

50TH %: 24 M.P.H.

15TH %: 20 M.P.H.

AVERAGE SPEED: 25 M.P.H.

10 MPH PACE: 20 - 29 M.P.H.

% IN PACE: 85%

% OVER PACE: 7%

% UNDER PACE: 8%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: New speed survey segment; Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: N/A M.P.H. **SPEED LIMIT CHANGE (Y/N):** Y

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** 25 M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: None

From 1/1/2019 to 12/31/2021

Total Collisions: 0

Collision Summary Report

7/26/22

Injury Collisions: 0

Fatal Collisions: 0

PHELAN LN from 190TH ST to FISK LN

Segment Length: 0.13 miles (681')

Collisions per mile: 0.00

Settings for Query:

Segment: PHELAN LN between 190TH ST and FISK LN
Include Intersection Related at Limit 1 (190TH ST): False
Include Intersection Related at Limit 2 (FISK LN): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Prospect Avenue **LIMITS:** Pacific Coast Highway to Palos Verdes Blv **SURVEY LOCATION:** 1305 Prospect Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38	XXX		3
37	X	XXXXX	6
36	X	XX	3
35	XXXXX	XXXXX	10
34	XXXX	XXXXXXX	11
33	XXXX	XXXXXX	10
32	XXXXXX	XXXXXX	12
31	XXX	XXXXXX	9
30	XXXXXXX	XXX	10
29	XXXXX	XX	7
28	XXXXXX	XXX	9
27	X	XXX	4
26	XX	X	3
25	X	X	2
24			0
23			0
22	X		1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

****PACE****

DATE: 7/20/2022 **TIME :** 11:18 AM - 11:42 AM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Striped centerline

ADJACENT LAND USE: Commercial, Residential, Elementary School, Church

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 10,112 vehicles **SEGMENT LENGTH:** 0.47 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.19 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 34 **M.P.H.**

50TH %: 31 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 87%

% OVER PACE: 3%

% UNDER PACE: 10%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential

EXISTING SPEED LIMIT: 30 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 1
Injury Collisions: 1
Fatal Collisions: 0

Collision Summary Report

7/26/22

PROSPECT AV from PACIFIC COAST HWY to PALOS VERDES BLVD

8906654 **7/20/2019** **13:53** Saturday PROSPECT AV - IRENA AV 110' Direction: South Daylight Clear Pty at Fault:1

Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 74 2017 BMW Passenger Car, Station Wagon, Jeep Severe Injury

Veh Type: Passenger Car Sobriety: HBD Impairment Un Assoc Factor: Not Stated Air Bag Deployed Not Stated

Segment Length: 0.47 miles (2,505')

Collisions per mile: 2.11

Settings for Query:

Segment: PROSPECT AV between PACIFIC COAST HWY and PALOS VERDES BLVD
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): False
Include Intersection Related at Limit 2 (PALOS VERDES BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Prospect Avenue **LIMITS:** Palos Verdes Boulevard to Camino Real **SURVEY LOCATION:** 1102 S. Prospect Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50	X		1	
49	X		1	
48	X		1	
47	XX		2	
46	XX	X	3	
45			0	
44	X	XXX	4	
43	XX	X	3	
42	XX	XX	4	*
41	XXXXXXXXX	X	10	*
40	XXXXX	X	6	*
39	XXX	XXX	6	PACE
38	XX	XX	4	
37	XXXX	XXXX	8	
36	XXX	XXX	6	
35	XX	XXXXXX	8	
34	XXXXX	XXXXX	10	*
33	XX	XXXXXXXX	10	*
32	XX	XX	4	*
31	X	XXX	4	
30		XX	2	
29		XX	2	
28			0	
27			0	
26		X	1	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/20/2022 **TIME :** 11:44 AM - 12:05 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Two-way left-turn lane/Striped centerline

ADJACENT LAND USE: Residential, School

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 10,804 vehicles **SEGMENT LENGTH:** 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 1 midblock collisions

ACCIDENT RATE: 0.17 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 42 **M.P.H.**

50TH %: 36 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 72%

% OVER PACE: 15%

% UNDER PACE: 13%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 1

From 1/1/2019 to 12/31/2021

Total Collisions: 3

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

7/26/22

PROSPECT AV from PALOS VERDES BLVD to CAMINO REAL

9068644 **4/28/2020** Tuesday PROSPECT AV - PALOS VERDES BLVD 60' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2013 CHEVROLET Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9126609 **7/9/2020** **22:56** Thursday PROSPECT AV - PALOS VERDES BLVD 97' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 27 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2011 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9229891 **2/9/2021** **17:45** Tuesday PROSPECT AV - CAMINO REAL 182' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Hit Object Fixed Object Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Making Left Turn Male Age: 22 1998 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Violation Air Bag Not Deployed Not Stated

Segment Length: 0.50 miles (2,618')

Collisions per mile: 6.05

Settings for Query:

Segment: PROSPECT AV between PALOS VERDES BLVD and CAMINO REAL
Include Intersection Related at Limit 1 (PALOS VERDES BLVD): False
Include Intersection Related at Limit 2 (CAMINO REAL): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Prospect Avenue **LIMITS:** Camino Real to Torrance Boulevard **SURVEY LOCATION:** 615 S. Prospect Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50	XXX		3	
49	X	XX	3	
48	XX	XX	4	
47	XX		2	
46	XXX		3	
45		XXX	3	
44	XXXX	XXXX	8	*
43	XXX	XX	5	*
42	XXXXXXXXX	XX	11	*
41	XX	XXXXXXX	9	* PACE *
40	XXXXXXXX	XXX	11	*
39	XXXXX	XXXX	9	*
38	XXXX	XXXX	8	*
37	X	XXXXXX	7	*
36	XXX	X	4	*
35		XXXX	4	
34		XXXX	4	
33			0	
32		X	1	
31		X	1	
30			0	
29			0	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/20/2022 **TIME :** 12:08 PM - 12:25 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Striped centerline, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 15,866 vehicles **SEGMENT LENGTH:** 0.61 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 7 midblock collisions

ACCIDENT RATE: 0.66 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 45 **M.P.H.**

50TH %: 40 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 76%

% OVER PACE: 18%

% UNDER PACE: 6%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Pedestrian Activity, Multiple Driveways, On-street Parking, School, Residential, Assembly Bill # 43 (Per City records, no changes in roadway configuration since last Speed Survey)

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 7

From 1/1/2019 to 12/31/2021

Total Collisions: 9

Injury Collisions: 5

Fatal Collisions: 0

Collision Summary Report

7/26/22

PROSPECT AV from CAMINO REAL to TORRANCE BLVD

8782788 **1/6/2019** **07:19** Sunday PROSPECT AV - OPAL ST 160' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver South Changing Lanes Male Age: 42 2013 TOYOTA Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Female Age: 57 1996 TOYOTA Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

8792302 **1/20/2019** Sunday PROSPECT AV - PEARL ST 100' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2017 HYUNDAI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8792481 **1/24/2019** **13:14** Thursday PROSPECT AV - BARBARA ST 81' Direction: North Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Slowing/Stopping Male Age: 61 2000 CHEVROLET Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 42 2010 CHRYSLER Mini Van Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

8923037 **8/7/2019** **12:19** Wednesday PROSPECT AV - PEARL ST 264' Direction: North Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Making U Turn Male Age: 67 2014 MAZDA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Proceeding Straight Female Age: 28 2007 LINCOLN Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 1997 CHRYSLER Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8970536 **10/22/2019** **15:15** Tuesday PROSPECT AV - BARBARA ST 226' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 44 2015 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Stopped in Road Female Age: 43 2014 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 3 Driver North Stopped in Road Male Age: 37 1998 TOYOTA Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9241776 **3/21/2021** **01:04** Sunday PROSPECT AV - TORRANCE BLVD 308' Direction: South Dark - Street Ligh Not Stated Pty at Fault:1

Midblock Collisions: 7

Rear-End Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 35 2017 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Violation Air Bag Deployed Not Stated

Party 2 Parked Vehicle North Parked Not Sta Age: 2000 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Parked Vehicle North Parked Not Sta Age: 2009 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 4 Parked Vehicle North Parked Not Sta Age: 2000 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9263899 **4/27/2021** **17:09** Tuesday PROSPECT AV - OPAL ST 175' Direction: South Daylight Clear Pty at Fault:1

Broadside Other Motor Vehicle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 25 2016 - Passenger Car, Station Wagon, Jeep Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Driver North Proceeding Straight Male Age: 64 2013 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9286619 **7/8/2021** **08:36** Thursday PROSPECT AV - TORRANCE BLVD 125' Direction: South Daylight Clear Pty at Fault:1

Broadside Other Motor Vehicle Auto R/W Violation 21804A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Entering Traffic Female Age: 19 2009 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver North Proceeding Straight Female Age: 62 2019 FORD Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9315531 **7/27/2021** **14:35** Tuesday PROSPECT AV - BARBARA ST 290' Direction: North Daylight Cloudy Pty at Fault:1

Hit Object Other Object Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Male Age: 24 2020 HINO Two Axle Truck No Injury
Veh Type: Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2018 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.61 miles (3,247')

Collisions per mile: 14.64

Settings for Query:

Segment: PROSPECT AV between CAMINO REAL and TORRANCE BLVD
Include Intersection Related at Limit 1 (CAMINO REAL): False
Include Intersection Related at Limit 2 (TORRANCE BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Prospect Avenue **LIMITS:** Torrance Boulevard to Del Amo Street **SURVEY LOCATION:** 251 N. Prospect Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48		XXX	3	
47			0	
46	XXX		3	
45			0	
44	X	XX	3	
43	XXXXX	XXXX	9	
42		XX	2	
41	XX	XXXXXX	8	*
40	XXXXX	XXX	8	*
39	XXXX	XXXXXX	10	*
38	XX	XXXX	6	PACE
37	XXXXX	XXXX	9	
36	XXXXXXX	XXX	10	
35	XXXX	XXXX	8	*
34	XXX	X	4	*
33	XXX	XXX	6	*
32	XXX	XXX	6	*
31			0	
30	XX	XX	4	
29	X		1	
28			0	
27			0	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/20/2022 **TIME :** 12:35 PM - 12:52 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Two-way left-turn lane, Left-turn channelization

ADJACENT LAND USE: Residential, School

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 19,723 vehicles **SEGMENT LENGTH:** 0.67 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 10 midblock collisions

ACCIDENT RATE: 0.69 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 42 **M.P.H.**

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 75%

% OVER PACE: 20%

% UNDER PACE: 5%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: High Pedestrian Activity, Multiple Driveways, On-street Parking, School Zone, Residential

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 10

From 1/1/2019 to 12/31/2021

Total Collisions: 13

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

7/26/22

PROSPECT AV from TORRANCE BLVD to DEL AMO BLVD

8859288 **5/13/2019** **15:11** Monday PROSPECT AV - EMERALD ST 313' Direction: North Daylight Clear Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Female Age: 22 2015 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Stopped in Road Male Age: 60 2014 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8877277 **5/31/2019** **11:53** Friday PROSPECT AV - DEL AMO ST 134' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Improper Turning 22103 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Making U Turn Male Age: 56 2016 CHEVROLET Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Driver South Proceeding Straight Female Age: 38 2008 HONDA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

8905421 **8/17/2019** **06:27** Saturday PROSPECT AV - LOMA ST 149' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Unsafe Lane Change 21658A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 51 2018 HONDA Sport Utility Vehicle Other Visible Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2008 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 2008 FORD Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle North Parked Not Sta Age: 1998 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8942099 **9/20/2019** **20:16** Friday PROSPECT AV - DEL AMO ST 293' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 16 2014 MERCEDES-BENZ Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Lap/Shoulder Harness Used Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2017 HYUNDAI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8952887 **9/29/2019** **23:47** Sunday PROSPECT AV - TORRANCE BLVD 529' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Head-On Parked Motor Vehicle Driving Under Influence 23152F Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 35 2016 GMC No Injury
Veh Type: Not Stated Sobriety: Not Stated Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2013 TOYOTA No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Parked Vehicle North Parked Not Sta Age: 2017 MERCEDES-BENZ No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle North Parked Not Sta Age: 2017 MERCEDES-BENZ No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9004579 **12/16/2019** **18:10** Monday PROSPECT AV - TORRANCE BLVD 178' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Broadside Other Motor Vehicle Unsafe Lane Change 21658A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Changing Lanes Female Age: 55 2018 AUDI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver South Proceeding Straight Not Sta Age: 0 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated

9162473 **6/22/2020** **01:06** Monday PROSPECT AV - TORRANCE BLVD 375' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 2006 - Mini Van No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9137067 **8/5/2020** **17:29** Wednesday PROSPECT AV - LOMA ST 75' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Male Age: 47 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9150788 **8/28/2020** **11:39** Friday PROSPECT AV - TORRANCE BLVD 125' Direction: North Daylight Clear Pty at Fault:1
Rear-End non-collision Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 39 1991 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver North Making Right Turn Male Age: 61 2003 FORD Pickups & Panels Complaint of Pain
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9150315 **9/2/2020** **15:11** Wednesday PROSPECT AV - SPENCER ST (N) 52' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Other Unsafe Turning Female Age: 68 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2018 FORD Two Axle Truck No Injury
Veh Type: Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle North Parked Not Sta Age: 1997 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 4 Parked Vehicle North Parked Not Sta Age: 2011 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9189604 **11/23/2020** **12:34** Monday PROSPECT AV - GARNET ST 200' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 22 2013 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2019 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9270938 **5/12/2021** **10:27** Wednesday PROSPECT AV - SPENCER ST (N) 140' Direction: North Daylight Cloudy Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 2019 FORD Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2005 - No Injury
Veh Type: Not Stated Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9314900 **7/24/2021** **15:40** Saturday PROSPECT AV - VINCENT ST 260' Direction: North Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Other Unsafe Turning Female Age: 83 2001 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Segment Length: 0.67 miles (3,546')

Collisions per mile: 19.36

Settings for Query:

Segment: PROSPECT AV between TORRANCE BLVD and DEL AMO BLVD
Include Intersection Related at Limit 1 (TORRANCE BLVD): False
Include Intersection Related at Limit 2 (DEL AMO BLVD): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Prospect Avenue **LIMITS:** Del Amo Street to Anita Street/190th Street **SURVEY LOCATION:** 453 N. Prospect Avenue

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	PACE
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51		XX	2	
50		XX	2	
49		X	1	
48		X	1	
47	X		1	
46		XXX	3	
45	XXXX	X	5	
44		XXXXXXXXX	9	
43	XXXXXX	XXXXXX	12	*
42	XXXXXXXXX	XXXX	13	*
41	XXXXXXX	XXXXXXXX	15	*
40	XXXXXX	XXXXXXXXXX	17	PACE
39	XXXXXX	XXXXXXXXX	15	
38	XXXXXXX	XXXXXXXXX	16	
37	XXXXXXXXXXX	XXXXXXXXXXXXXX	25	
36	XXXXXXXXXXX	XXXXXXXXXX	21	*
35	XXXXXX	XXX	10	*
34	XXXXXXXXXX	XXXX	14	*
33	XX	XXX	5	
32	XXXXX		5	
31	XXX		3	
30			0	
29	XX		2	
28	XX		2	
27	X		1	
26			0	
25			0	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	200	

DATE: 7/20/2022 **TIME :** 12:59 PM - 1:45 PM

STREET CLASSIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, Two-way left-turn lane, Left-turn channelization

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 18,751 vehicles **SEGMENT LENGTH:** 0.70 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 4 midblock collisions

ACCIDENT RATE: 0.28 acc/mvm **EXPECTED RATE:** 0.64 acc/mvm

85TH %: 42 **M.P.H.**

50TH %: 37 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 39 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 79%

% OVER PACE: 12%

% UNDER PACE: 9%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 35 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 4

From 1/1/2019 to 12/31/2021

Total Collisions: 5

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

7/26/22

PROSPECT AV from DEL AMO BLVD to ANITA ST

8798862 **1/30/2019** **13:44** Wednesday PROSPECT AV - DEL AMO BLVD 592' Direction: North Daylight Clear Pty at Fault:1

Rear-End Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Other Unsafe Turning Female Age: 47 2007 HONDA Mini Van No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2001 TOYOTA Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8957681 **4/14/2019** **01:53** Sunday PROSPECT AV - BERYL ST 325' Direction: North Dark - Street Ligh Clear Pty at Fault:1

Rear-End Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 52 2007 SATURN Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2017 LEXUS Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Parked Vehicle South Parked Not Sta Age: 2015 HYUNDAI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

8922966 **8/12/2019** **09:15** Monday PROSPECT AV - DIAMOND ST 66' Direction: North Daylight Clear Pty at Fault:1

Head-On Bicycle Wrong Side of Road 21650 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Bicyclist South Proceeding Straight Male Age: 15 0 - Bicycle Complaint of Pain
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Driver East Making Right Turn Male Age: 67 2017 HYUNDAI Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Impairment Not Kno Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9000109 **12/4/2019** **08:34** Wednesday PROSPECT AV - BERYL ST 297' Direction: South Daylight Raining Pty at Fault:1

Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Stopped in Road Female Age: 36 2020 JEEP No Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver North Stopped in Road Male Age: 49 2005 FORD Complaint of Pain
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9095560 **4/4/2020** **14:14** Saturday PROSPECT AV - BERYL ST 260' Direction: North Daylight Clear Pty at Fault:1

Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Changing Lanes Male Age: 66 2003 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver South Proceeding Straight Male Age: 63 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 3 Parked Vehicle South Parked Not Sta Age: 2008 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.70 miles (3,691')

Collisions per mile: 7.15

Settings for Query:

Segment: PROSPECT AV between DEL AMO BLVD and ANITA ST
Include Intersection Related at Limit 1 (DEL AMO BLVD): False
Include Intersection Related at Limit 2 (ANITA ST): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Esplanade **LIMITS:** Paseo de la Playa to Knob Hill Avenue **SURVEY LOCATION:** 1728 Esplanade

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41	X		1
40		X	1
39			0
38	X		1
37			0
36	X		1
35	X		1
34	XXX	X	4
33	XX		2
32	XXXXX	X	6
31	XXX	XX	5
30	XXXX		4
29	XXXX	XXXXXXX	11
28	X	XXXXXX	7
27	XXXXXXX	XXXXXXXXXX	17
26	XX	XXXXXX	8
25	XXXXXX	XXXXXXXX	14
24	XXXXXXX	XXX	10
23	X	X	2
22		X	1
21	X	XX	3
20		X	1
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

****PACE****

DATE: 7/26/2022 **TIME :** 10:32 AM - 10:56 AM

STREET CLASSIFICATION: Local Collector

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Left-turn channelization, Striped bike lane

ADJACENT LAND USE: Residential, Park, Beach

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 5,610 vehicles **SEGMENT LENGTH:** 0.89 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 4 midblock collisions

ACCIDENT RATE: 0.73 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 31 **M.P.H.**

50TH %: 26 M.P.H.

15TH %: 23 M.P.H.

AVERAGE SPEED: 28 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 84%

% OVER PACE: 9%

% UNDER PACE: 7%



Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, High Pedestrian Activity, Multiple Driveways, On-street Parking, Residential, Park

EXISTING SPEED LIMIT: 25 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 4

From 1/1/2019 to 12/31/2021

Total Collisions: 4

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/26/22

ESPLANADE from CALLE MIRAMAR to KNOB HILL AV

8787013 **1/21/2019** Monday ESPLANADE - AVENUE I 245' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2000 BUICK Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9068368 **4/20/2020** **07:38** Monday ESPLANADE - KNOB HILL AV 86' Direction: South Daylight Cloudy Pty at Fault:
Sideswipe Parked Motor Vehicle Other Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 56 2006 - Two Axle Truck No Injury
Veh Type: Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2013 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle South Parked Not Sta Age: 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9347201 **9/22/2021** **18:36** Wednesday ESPLANADE - AVENUE F 65' Direction: North Daylight Clear Pty at Fault:1
Other Parked Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Parking Maneuver Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2021 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9383284 **11/27/2021** **16:09** Saturday ESPLANADE - AVENUE F 146' Direction: South Daylight Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver North Proceeding Straight Male Age: 64 2006 - Sport Utility Vehicle Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2005 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

Segment Length: 0.89 miles (4,697')

Collisions per mile: 4.50

Settings for Query:

Segment: ESPLANADE between CALLE MIRAMAR and KNOB HILL AV
Include Intersection Related at Limit 1 (CALLE MIRAMAR): False
Include Intersection Related at Limit 2 (KNOB HILL AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

CITY OF REDONDO BEACH ENGINEERING AND TRAFFIC SURVEY

ROADWAY: Esplanade **LIMITS:** Knob Hill Avenue to Catalina Avenue **SURVEY LOCATION:** 705 Esplanade

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48			0	
47			0	
46			0	
45			0	
44			0	
43			0	
42			0	
41			0	
40			0	
39			0	
38			0	
37		X	1	
36	X	XX	3	
35	X		1	
34	XX	X	3	
33	X	XXXX	5	*
32	X	XXXX	5	*
31	XXXXX	XXXXX	10	*
30	XXXXXX	XX	8	PACE
29	XXXXX	XXXXX	10	*
28	XXXXXX	XXXXX	11	*
27	XXXXXXX	XXXXX	12	*
26	XXXX	XXXX	8	*
25	XXXXXX	XXXXX	11	*
24	XX	XXXX	6	*
23	X	XX	3	
22	X		1	
21			0	
20	X	X	2	
19			0	
18			0	
17			0	
16			0	
15			0	
		GRAND TOTALS	100	

DATE: 7/26/2022 **TIME :** 11:01 AM - 11:28 AM

STREET CLASSIFICATION: Local Collector

ROADWAY DESCRIPTION: 1 lane each direction, Two-way left-turn lane, Left-turn channelization, Striped bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,891 vehicles **SEGMENT LENGTH:** 0.57 miles

ACCIDENT HISTORY DATES: 1/1/2019 - 12/31/2021 **# OF ACCIDENTS:** 12 midblock collisions

ACCIDENT RATE: 3.93 acc/mvm **EXPECTED RATE:** 1.07 acc/mvm

85TH %: 31 **M.P.H.**

50TH %: 27 M.P.H.

15TH %: 24 M.P.H.

AVERAGE SPEED: 28 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 86%

% OVER PACE: 8%

% UNDER PACE: 6%

REGISTERED PROFESSIONAL ENGINEER
IGNACIO SANCHEZ HERNANDEZ
No. 72073
CIVIL
STATE OF CALIFORNIA

Traffic No. 2344

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike lane, Bike Route, High Accident Rate, High Pedestrian Activity, Multiple Driveways, On-street Parking, Residential

EXISTING SPEED LIMIT: 25 M.P.H. **SPEED LIMIT CHANGE (Y/N):** N

ROADWAY SHARED WITH: **PROPOSED SPEED LIMIT:** M.P.H.

SHARED JURISDICTION SPEED: M.P.H.

OBSERVED BY: Thomas Hartman

REVIEWED BY: Ignacio Sanchez H.

City of Redondo Beach
Traffic Engineering Department

Midblock Collisions: 12

From 1/1/2019 to 12/31/2021

Total Collisions: 13

Injury Collisions: 7

Fatal Collisions: 0

Collision Summary Report

7/26/22

ESPLANADE from KNOB HILL AV to CATALINA AV

8864008 **5/21/2019** **17:10** Tuesday ESPLANADE - TOPAZ ST 276' Direction: South Daylight Clear Pty at Fault:1
Broadside Other Object Other Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 35 2017 - Motor Driven Cycle/Scooter Other Visible Injury
Veh Type: Motorcycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9083838 **3/21/2020** **20:45** Saturday ESPLANADE - RUBY ST 109' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Proceeding Straight Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: HBD Impairment Un Assoc Factor: Not Stated Not Stated Not Stated

Party 2 Parked Vehicle Not St Parked Not Sta Age: 2013 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9063626 **4/15/2020** **14:20** Wednesday ESPLANADE - TOPAZ ST 113' Direction: North Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Improper Turning 22107 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 90 2014 - Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Violation Air Bag Deployed Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2004 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

Party 3 Driver South Proceeding Straight Male Age: 47 2004 - Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 4 Parked Vehicle South Parked Not Sta Age: 2001 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9161094 **9/19/2020** **22:17** Saturday ESPLANADE - RUBY ST 68' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Head-On Parked Motor Vehicle Driving Under Influence 23152A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 56 2012 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Violation Air Bag Not Deployed Not Stated

Party 2 Parked Vehicle South Parked Not Sta Age: 2012 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9176805 **10/15/2020** **10:45** Thursday ESPLANADE - CATALINA AV 56' Direction: West Daylight Clear Pty at Fault:1
Sideswipe Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Proceeding Straight Male Age: 90 2010 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 2 Driver East Stopped in Road Male Age: 33 2017 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 3 Driver East Stopped in Road Male Age: 60 2018 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Party 4 Driver East Stopped in Road Male Age: 83 2016 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 5 Driver East Stopped in Road Female Age: 81 2018 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

9191272 **11/20/2020** **20:48** Friday ESPLANADE - SAPPHIRE ST 79' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Driving Under Influence 23152G Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Proceeding Straight Female Age: 25 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2014 FORD Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9244893 **1/11/2021** **04:44** Monday ESPLANADE - TOPAZ ST 65' Direction: North Dark - Street Ligh Clear Pty at Fault:1
Overturned Parked Motor Vehicle Driving Under Influence 23152F Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver North Other Unsafe Turning Male Age: 21 2020 - Pickups and Panels Other Visible Injury
Veh Type: Pickup Truck Sobriety: Not Stated Assoc Factor: Violation Air Bag Deployed Not Stated
Party 2 Parked Vehicle East Not Stated Not Sta Age: 2017 JEEP Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated
Party 3 Parked Vehicle East Not Stated Not Sta Age: 1995 JEEP Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Stated Assoc Factor: Not Stated Not Stated Not Stated

9227058 **2/24/2021** **15:30** Wednesday ESPLANADE - TOPAZ ST 142' Direction: North Daylight Cloudy Pty at Fault:1
Sideswipe Bicycle Other Hazardous Movement 22517 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Parked Vehicle North Parked Not Sta Age: 2019 - Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Bicyclist North Proceeding Straight Male Age: 46 0 - Bicycle Other Visible Injury
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9263893 **4/23/2021** **07:52** Friday ESPLANADE - SAPPHIRE ST 225' Direction: South Daylight Cloudy Pty at Fault:1
Broadside Bicycle Auto R/W Violation 21804A Hit & Run: No Severe Injury # Inj: 1 # Killed: 0

Party 1 Driver East Entering Traffic Female Age: 35 2018 - No Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed No Cell Phone/Unknown
Party 2 Bicyclist South Proceeding Straight Female Age: 53 0 - Severe Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Not Stated No Cell Phone/Unknown

9284206 **6/19/2021** **11:05** Saturday ESPLANADE - TOPAZ ST 135' Direction: South Daylight Cloudy Pty at Fault:1
Sideswipe Parked Motor Vehicle Other Hazardous Movement 22517 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Parked Vehicle North Parked Not Sta Age: 2015 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Bicyclist North Proceeding Straight Male Age: 50 0 - Bicycle Other Visible Injury
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9282614 **6/20/2021** Sunday ESPLANADE - SAPPHIRE ST 97' Direction: South Dark - Street Ligh Clear Pty at Fault:1
Sideswipe Parked Motor Vehicle Improper Turning 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver Not St Other Unsafe Turning Not Sta Age: 0 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle South Parked Not Sta Age: 2016 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9282635	**6/20/2021**	**03:03**	Sunday	ESPLANADE - SAPPHIRE ST		241'	Direction: South	Dark - Street Ligh	Clear		Pty at Fault:1
	Rear-End		Parked Motor Vehicle	Driving Under Influence	23152F		Hit & Run: No	Complaint of Pain		# Inj: 1	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Male	Age: 21	2011 -		Passenger Car, Station Wagon, Jeep		Complaint of Pain	
Veh Type: Passenger Car		Sobriety: Not Stated		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated			
Party 2	Parked Vehicle	South	Parked	Not Sta	Age:	2013 JEEP		Sport Utility Vehicle		No Injury	
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated		Not Stated		Not Stated			
9359129	**10/26/2021**	**19:09**	Tuesday	ESPLANADE - CATALINA AV		151'	Direction: West	Daylight	Clear		Pty at Fault:
	Sideswipe		Fixed Object	Improper Turning	22107		Hit & Run: Misde	Property Damage Only		# Inj: 0	# Killed: 0
Party 1	Driver	Not St	Proceeding Straight	Not Sta	Age:	0 -				No Injury	
Veh Type: Not Stated		Sobriety: HBD Impairment Un		Assoc Factor: Not Stated		Not Stated		Not Stated			

Segment Length: 0.57 miles (3,009')

Collisions per mile: 22.81

Settings for Query:

Segment: ESPLANADE between KNOB HILL AV and CATALINA AV
Include Intersection Related at Limit 1 (KNOB HILL AV): False
Include Intersection Related at Limit 2 (CATALINA AV): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

APPENDIX E

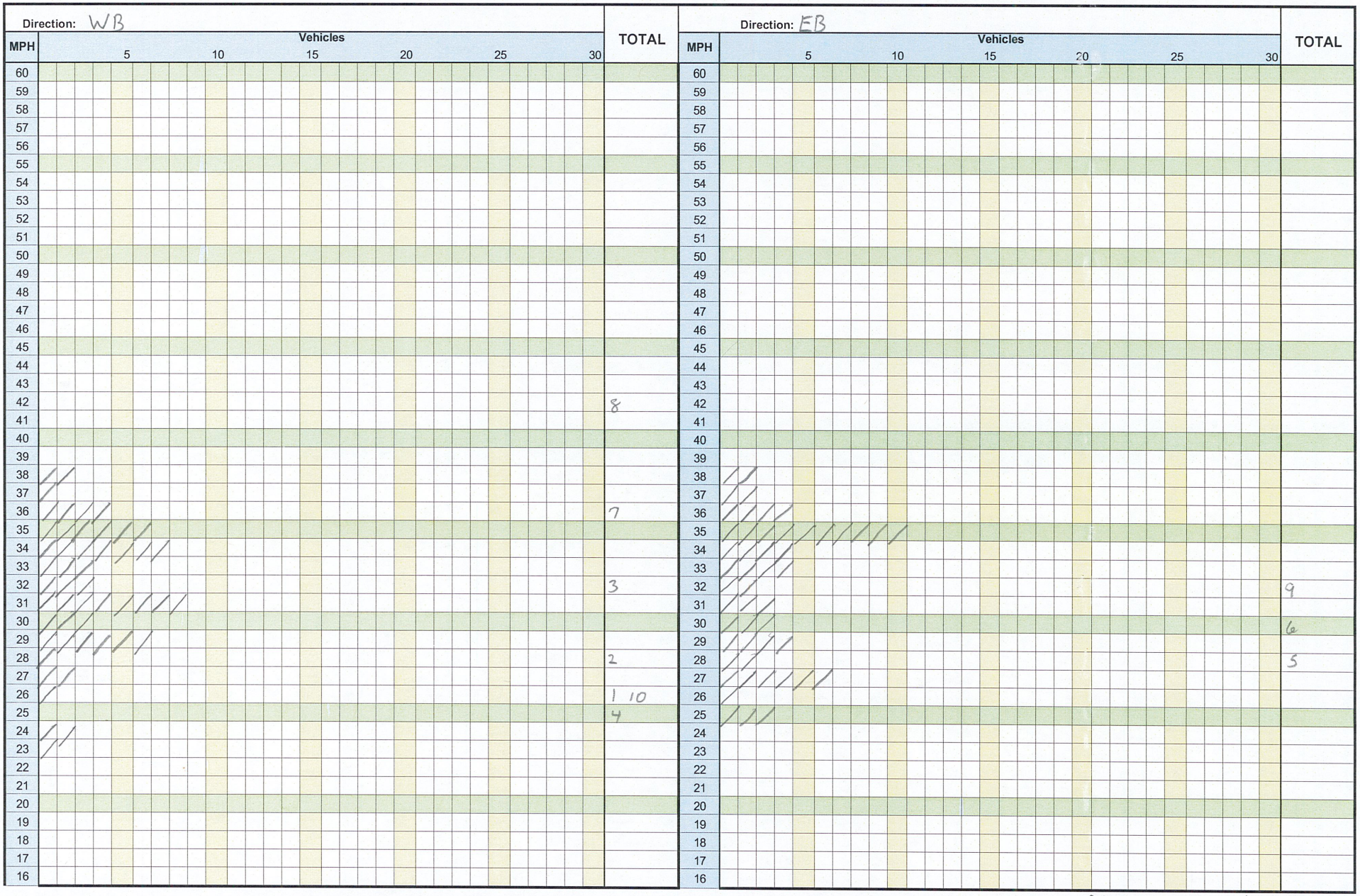
Field Survey Sheets

RADAR SURVEY

ROAD: 182nd Street # OF LANES: 1/1 POSTED: SPEED 25 DATE: 7/19/2022 Sheet# 1

LOCATION: Inglewood Ave to Kingsdale Ave - Speeds meas. ≈ at: N33° 51.931' W118° 21.486' BEGIN: 16:01 END: 16:23

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S (E) W

Survey Location: 4698 182nd St. (Parked on EB side.)

N33° 51.929' W118° 21.528'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: RR Xing ≈ at midpoint.

E) Nido Park and RC Track on EB side.

Residential/Commercial/Park.

RADAR SURVEY

ROAD: Herondo Street # OF LANES: 1/1 POSTED: SPEED 30E/35W DATE: 7/21/2022 Sheet# 2

LOCATION: Harbor Dr to PCH - Speeds meas. ≈ at: N33°51.199' W118°23.675' BEGIN: 10:33 END: 11:13

WEATHER: Very light clouds ROAD CONDITION: Good OBSERVER: TL Hartman

MPH	Direction: Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

MPH	Direction: EB Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43	/	
42		
41		
40		
39	//	
38	//	4 6
37	//	
36	//	
35	//	
34	///	
33	///	3 5
32	///	
31	///	
30	///	1
29	///	2
28	///	
27	///	
26	///	
25	///	
24	/	
23	/	
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W

Survey Location: 320 Herondo Street (sitting on EB side of road.)
N33°51.187' W118°23.718'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): Y (N)
On-Street Pkng: (Y) / N
Bike Lane: (Y) / N
Mostly angled parking.

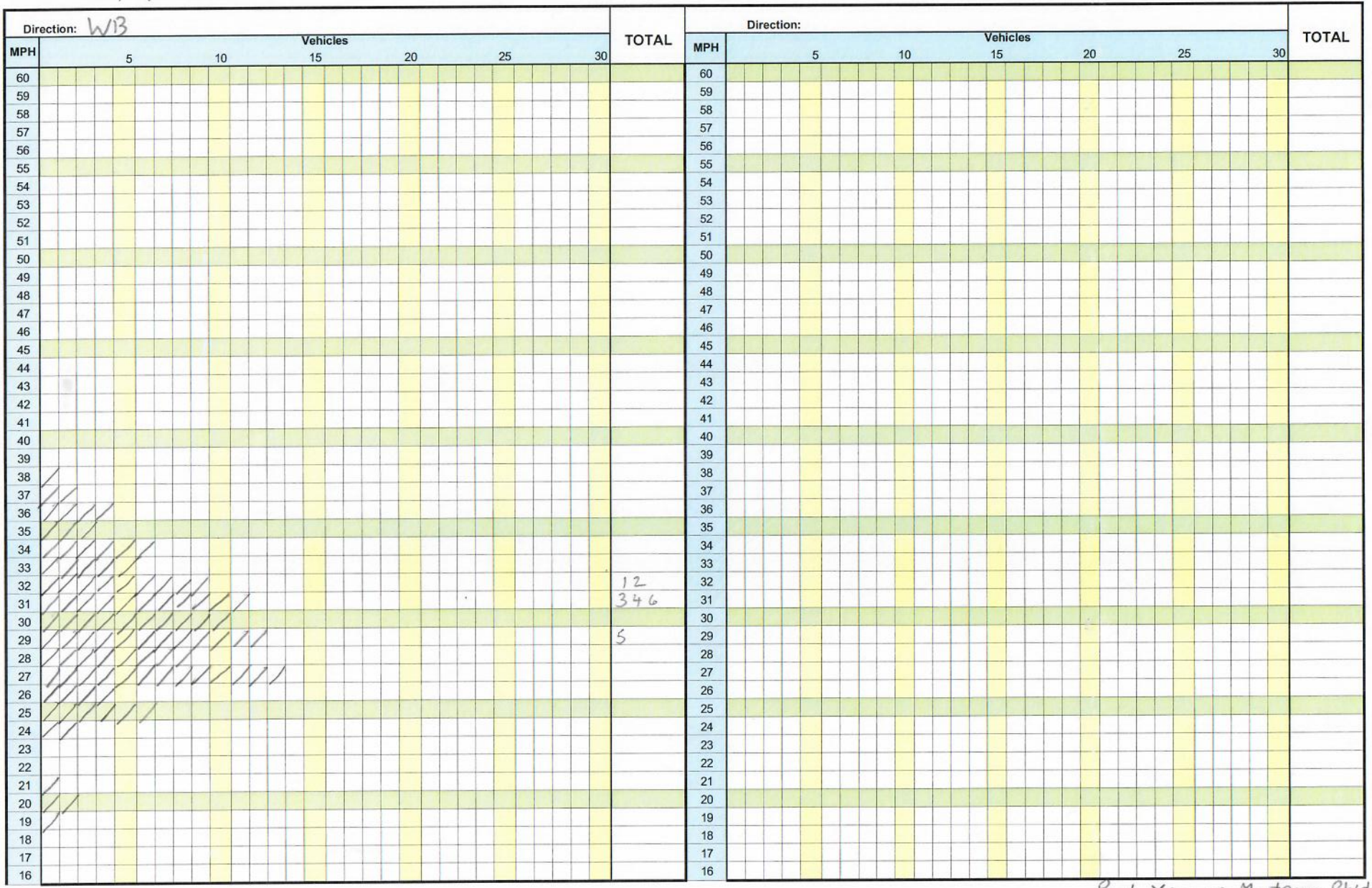
Comments: Ped Xing at Monterey Blvd.
All-Way (4-way) STOP at Francisco Ave.
Green bike route sign.
Commercial/Residential.
Slightly curvilinear.

RADAR SURVEY

ROAD: Herondo Street # OF LANES: 1/1 POSTED: SPEED 30E/35W DATE: 7/21/2022 Sheet# 2

LOCATION: Harbor Dr to PCH - Speeds meas. ≈ at: N33° 51.199' W118° 23.675' BEGIN: 10:33 END: 11:13

WEATHER: Very light clouds ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S E W

Survey Location: 320 Herondo St (sitting on EB side of road.)

N33° 51.187' W118° 23.718'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y / N

On-Street Pkng: Y / N

Bike Lane: Y / N

Mostly angled parking.

Comments: Ped. Xing at Monterey Blvd.

All-way (4-way) STOP at Francisca Ave.

Green bike route sign.

Commercial/Residential.

Slightly curvilinear.

RADAR SURVEY

ROAD: Torrance Boulevard # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/21/2022 Sheet# 3

LOCATION: PCH to E city limit - speeds meas. ≈ at: N33° 50.263' W118° 22.778' BEGIN: 11:27 END: 12:02

WEATHER: Very light clouds ROAD CONDITION: Good OBSERVER: TL Hartman

Direction:

MPH	Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: EB

MPH	Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50	/	
49		
48		
47	/	
46	//	
45	/	
44	//	1
43	///////	
42		
41	/	
40	////	
39	//////	2
38	//////	10
37	//////	
36	//////	4
35	//////	
34	//////	
33	//////	5
32	//////	8
31	//////	3 7 9
30	/	
29	///	
28		
27	/	
26		
25		6
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W

Survey Location: 640 Torrance Blvd (Parked on EB side.)

N33° 50.252' W118° 22.830'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane / Double Yellow C.Line / Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Comments: Curvilinear. Commercial/Residential. Traffic signal at Prospect, Helberta, and Francisca.

RADAR SURVEY

ROAD: Torrance Boulevard # OF LANES: 2/2 POSTED: SPEED 35

LOCATION: PCH to E City limit - speeds meas. at: N33° 50.263' W118° 22.778'

WEATHER: Very light clouds ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 3

BEGIN: 11:27 END: 12:14

OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50	/	
49		
48	/	
47		
46		
45	/	
44		
43	///	
42	///	10
41	///	9
40	////	
39	////	3
38	//// /	8
37	//// //	2
36	//// ////	
35	//// ////	4
34	//// //// /	7
33	//// ////	
32	//// ////	
31	//// /	15
30	////	
29	////	6
28	////	
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W

Survey Location: 640 Torrance Blvd (Parked on EB side.)
N33° 50.252' W118° 22.830'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: (Y) / N

Comments: Curvilinear. Traffic signal at Prospect, Helberta, and Francisca. Commercial / Residential.

RADAR SURVEY

ROAD: Beryl Street # OF LANES: 1/1 POSTED: SPEED 30

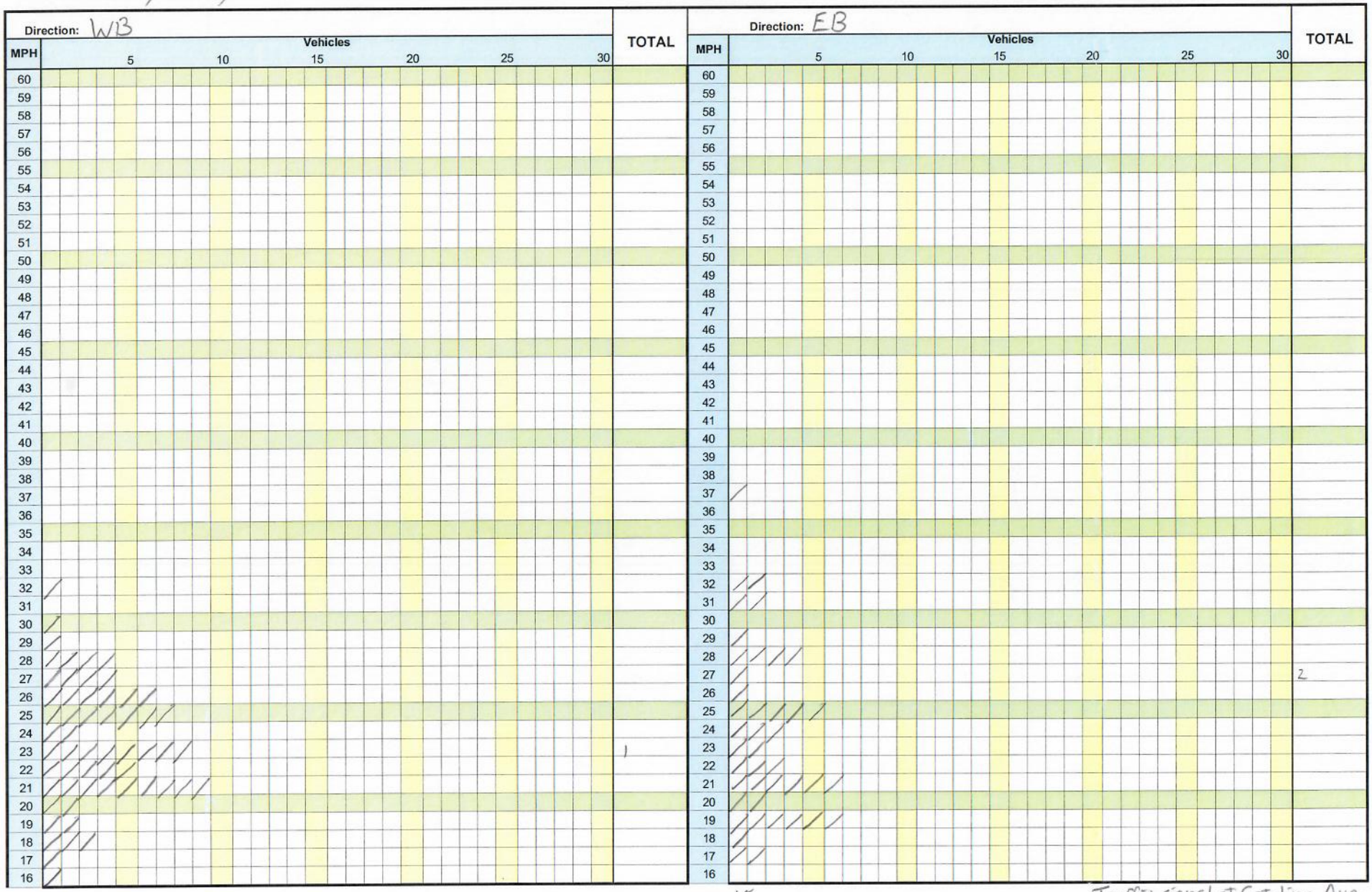
LOCATION: Harbor Dr to PCH - speeds meas. ≈ at: N33° 50.924' W118° 23.333'

WEATHER: Partly Cloudy ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 4

BEGIN: 13:49 END: 14:18

OBSERVER: TL Hartman



Facing: N S (E) W

Survey Location: 413 N Pacific Coast Hwy (Parked on EB side.)
N33° 50.911' W118° 23.351'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane
Double Yellow C.Line
Other-

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y (N)
On-Street Pkng: (Y) / N
Bike Lane: (Y) N
School Xing at PCH-

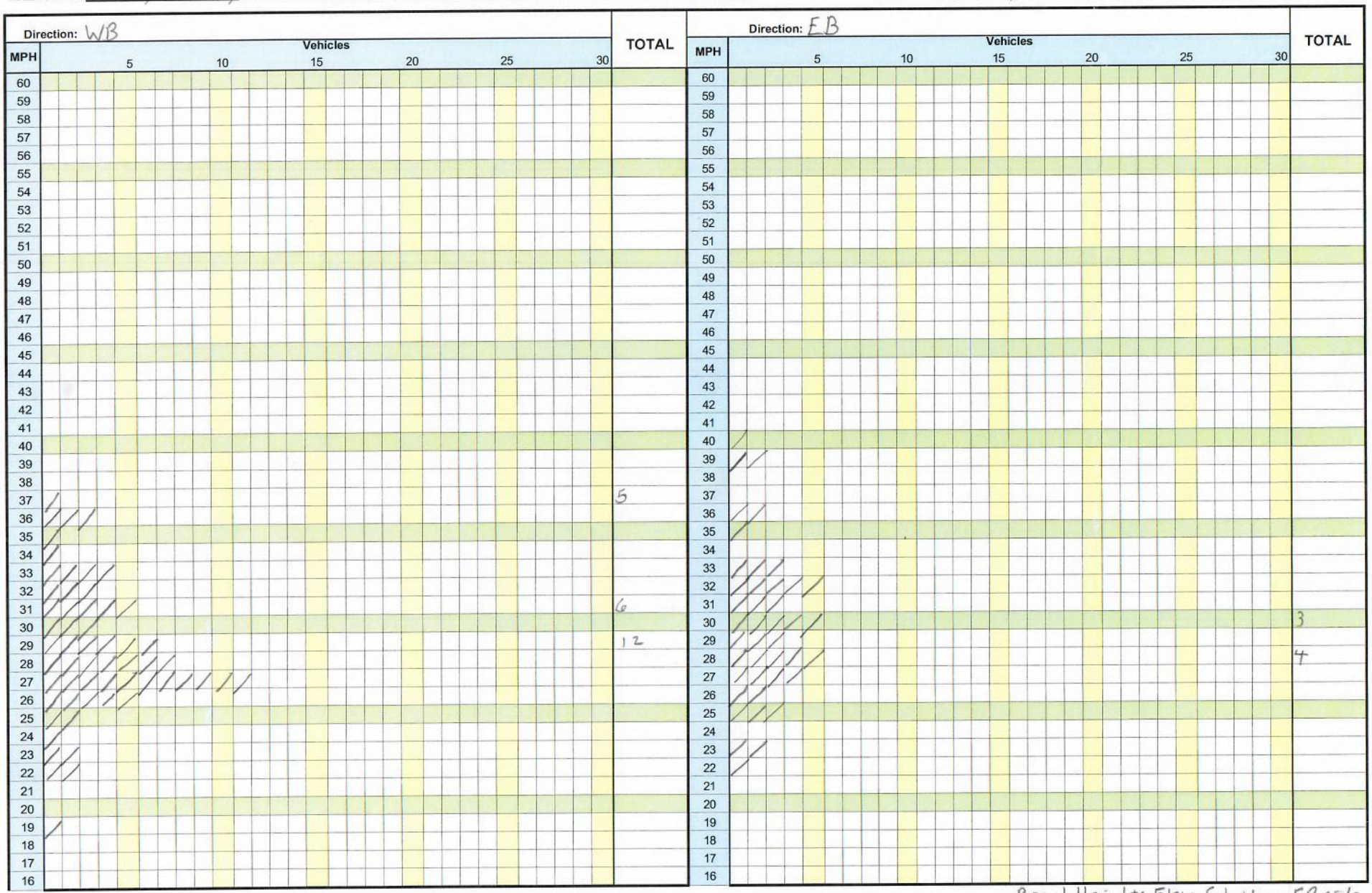
Comments:
Traffic signal at Catalina Ave.
Residential / Commercial.
Slightly curvilinear near W end.
4-way STOP at Elena and Francisca.

RADAR SURVEY

ROAD: Beryl Street # OF LANES: 1/1 POSTED: SPEED 30 DATE: 7/21/2022 Sheet# 5

LOCATION: PCH to Flagler Lane - speeds meas. ≈ at: N33°51.009' W118°23.229' BEGIN: 14:22 END: 14:47

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S (E) W

Survey Location: 590 Beryl St (Parked on EB side.)

N33°50.993' W118°23.276'

Median Type: (2 Way L.T. / Raised Med. / Double Yellow C.Lane) Double Yellow C.Line Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Vertically curvilinear; Residential / Commercial / School.

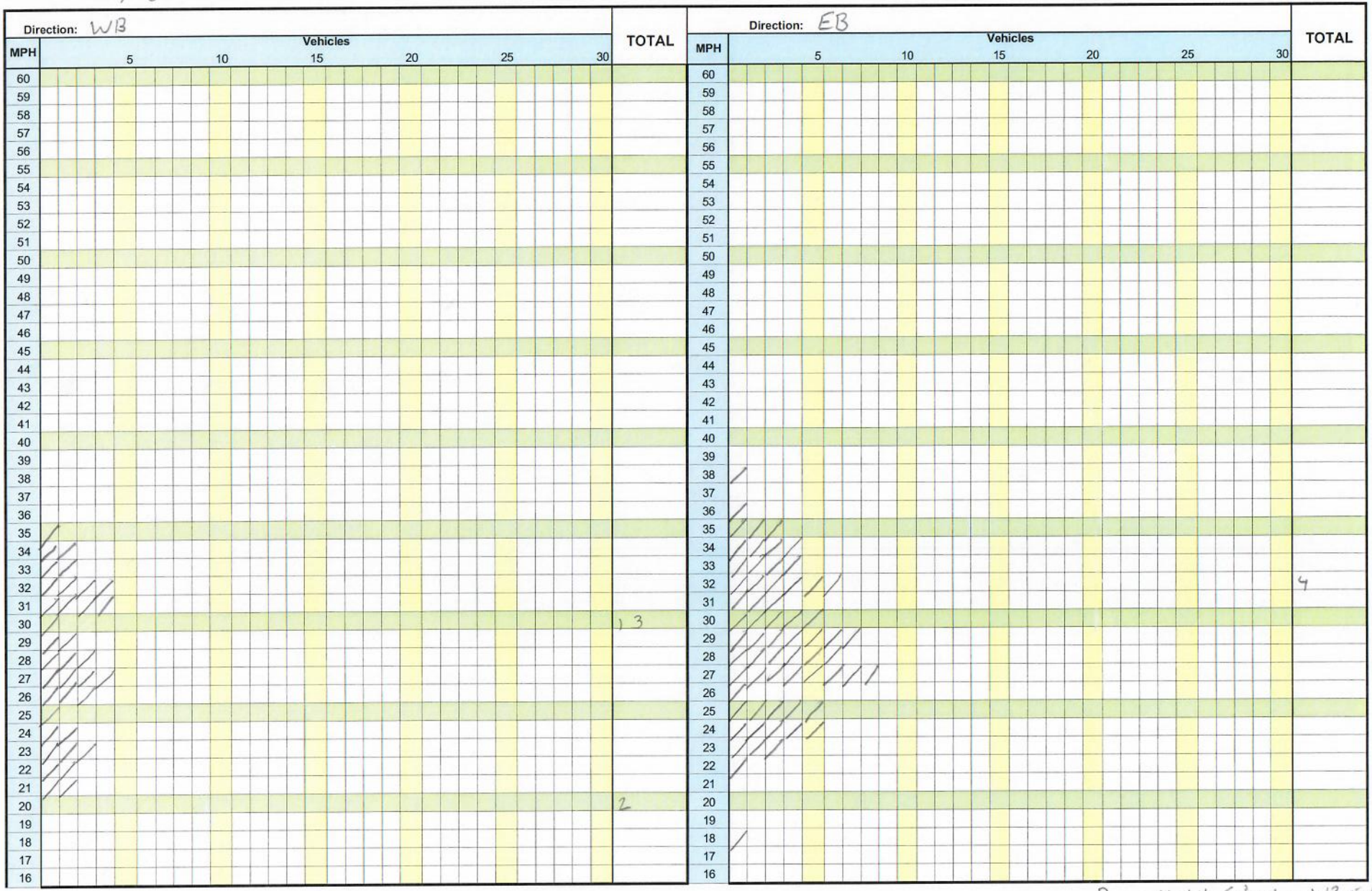
Comments: Beryl Heights Elem. School on EB side. Curvilinear, All-way STOP at Harkness and Lucia. Traffic signal at Maria and Prospect. School Xing at PCH, Juanita, Lucia, Maria, Prospect, and Flagler

RADAR SURVEY

ROAD: Emerald Street # OF LANES: 1/1 POSTED: SPEED 30 DATE: 7/21/2022 Sheet# 6

LOCATION: Catalina Ave to Prospect Ave - Speeds meas. ≈ at: N33°50.535' W118°22.890' BEGIN: 14:58 END: 15:40

WEATHER: Very light clouds ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S (E) W

Survey Location: 756 Emerald St (Parked on EB side.)

N33°50.534' W118°22.939'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: Y (N)

Comments: Parras Middle School on WB side.

School Xing at Prospect, Lucia, and Juanita

4-way STOP at Francisca, Guadalupe, Lucia, Juanita and Broadway

Traffic signal at PCH.

Residential/School.

RADAR SURVEY

ROAD: Del Amo Street # OF LANES: 1/1 POSTED: SPEED 30 DATE: 7/20/2022 Sheet# 7

LOCATION: Diamond St to Prospect Ave - speeds meas. ≈ at: N33° 50. 896' W118° 22. 788' BEGIN: 15:08 END: 15:37

WEATHER: Light Clouds ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39	//	
38		5
37		
36	/	
35	/	
34		
33	/// ///	
32	/// ///	8
31	/// ///	7
30	/// /// //	
29	/// /// ///	
28	/// /// ///	
27	/	2
26	///	3 4
25	///	
24	/	
23	//	
22		
21		
20		
19		
18		
17		
16		

Direction: EB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38	/	
37	/	
36	//	6
35		
34	///	
33	/// ///	
32	/// ///	
31	/// ///	
30	/// /// /	
29	/// /// ///	
28	/// /// ///	
27	/// ///	
26	/// ///	
25		1
24	/	
23		
22	//	
21		
20		
19		
18		
17		
16		

Facing: N S E (W)

Survey Location: 1253 Del Amo Street (Parked on WB side)

N33° 50.894' W118° 22.748'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

No parking on EB side.

Comments: Redondo Union H.S. on EB side, Curvilinear. School Xing at Diamond, Lucia, and Prospect. 3-way (All) STOP at Lucia. Residential / School.

RADAR SURVEY

ROAD: Anita Street / 190th Street # OF LANES: 2/2 POSTED: SPEED 35

LOCATION: PCH to Inglewood Ave - speeds meas. ≈ at: N33° 51.506' W118° 21.781'

WEATHER: Very light clouds ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 8

BEGIN: 09:15 END: 09:53

OBSERVER: TL Hartman

MPH	Direction: Vehicles 5 10 15 20 25 30	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

MPH	Direction: EB Vehicles 5 10 15 20 25 30	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		3 6 1
38		
37		
36		2 9
35		
34		8
33		5 7
32		10
31		4
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W

Survey Location: 2509 W 190th Street (sitting on side of road, WB.)

N33° 51.503'
W118° 21.839'

Curvilinear near Flagler.
Green bike route sign.

Median Type: 2 Way L.T. / Raised Med. (Double Yellow C.Lane)
Double Yellow C.Line
Other- Partially 2-way LT, DYC Line, and Raised Median (with landscaping) W of Beryl
Residential/Commercial/Park.

Signs: (N.P.A.T.) / N.S.A.T.
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)
Vertically curvilinear.

Comments: Traffic signal at Prospect & Harkness.
4-way STOP at Flagler.
Redondo Beach Dog Park on EB side.
Traffic signal at Beryl, Rindge, and Entradero.
Traffic signal and Ped Xing at Mobile Home park.
Traffic sig. at Anza. School Xing at Beryl.

RADAR SURVEY

ROAD: Anita Street / 190th Street # OF LANES: 2/2 POSTED: SPEED 35

LOCATION: PCH to Inglewood Ave - speeds meas. ≈ at : N33° 51.506' W118° 21.781'

WEATHER: Very light clouds ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 8

BEGIN: 09:15 END: 09:40

OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47	/	
46		
45		
44	//	
43		45
42	////	
41	///	
40	////	2
39	/////	
38	/////	1
37	/////	3 8 9
36	///// /	7
35	///// /////	6 10
34	/////	
33	/////	
32	//// //	
31		
30	///	
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W

Survey Location: 2509 W 190th Street (Sitting on WB side of road.)

N33° 51.503' W118° 21.839'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Lane)

Double Yellow C.Line

Other- Partially 2-way LT, DYC Line, and Raised Median (with landscaping) W of Beryl.

Signs: (N.P.A.T.) / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

4-way STOP at Flagler.

Comments: Residential / Commercial / Park. Green bike route sign. Traffic signal at Prospect, Harkness, Entradero Beryl, Ridge, Anza and mobile home park. Redondo Beach Dog Park on EB side. Ped Xing at Mobile home park. School Xing at Beryl. Curvilinear near Flagler. Vert. curvilinear.

RADAR SURVEY

ROAD: Anita Street / 190th Street # OF LANES: 2/2 POSTED: SPEED 40

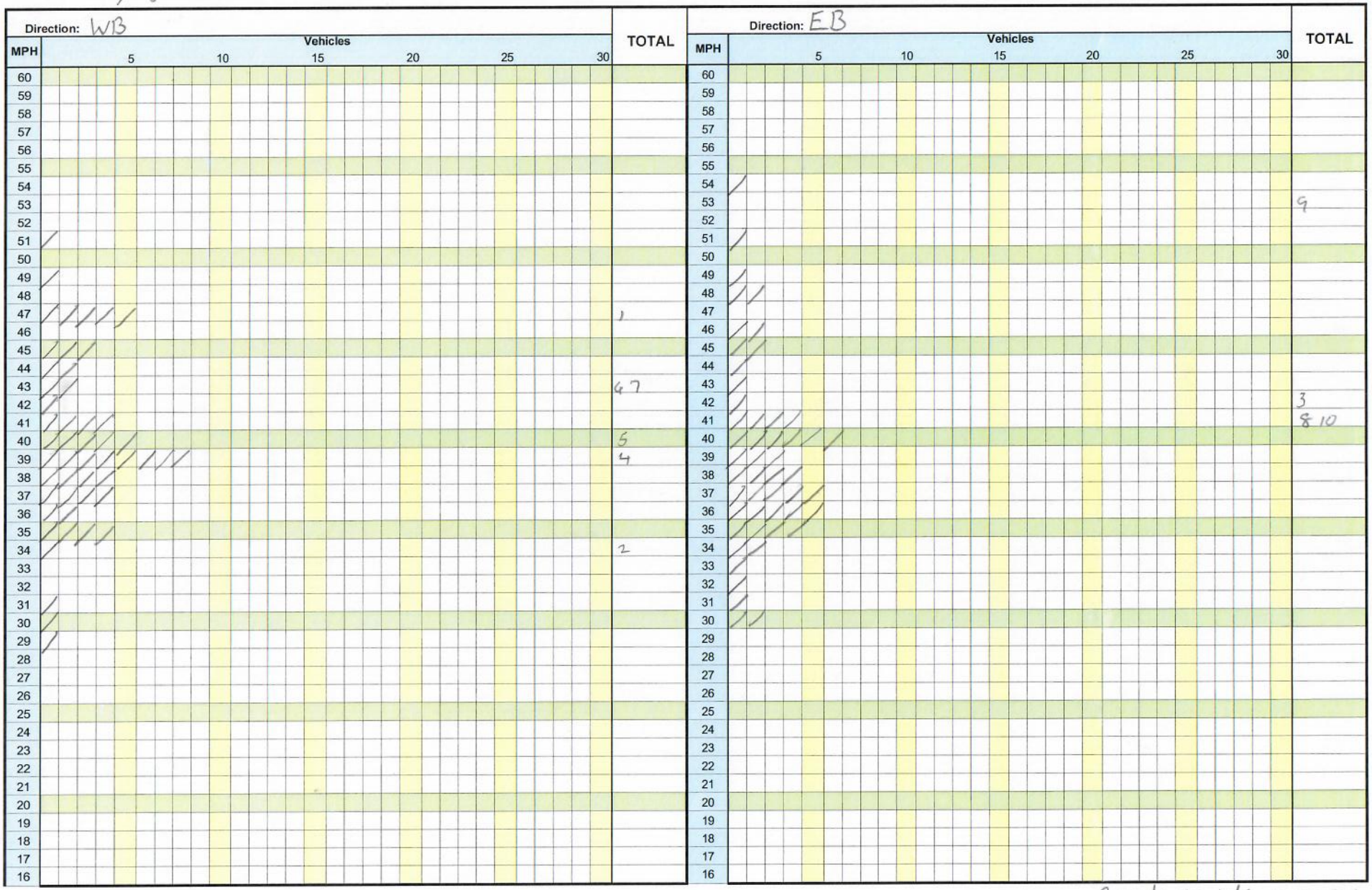
LOCATION: Inglewood Ave to Hawthorne Blvd - speeds meas. ≈ at: N33°51.505' W118°21.476'

WEATHER: Very light clouds ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 9

BEGIN: 10:03 END: 10:16

OBSERVER: TL Hartman



Facing: N S E (W)

Survey Location: 2807 W 190th Street (Parked on WB side.)

N33°51.505' W118°21.417'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane
Double Yellow C.Line
Other-

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)

Comments: Residential / Commercial. Parking on WB side only.

RADAR SURVEY

ROAD: Beland Boulevard # OF LANES: 1/1 POSTED: SPEED 25 DATE: 7/19/2022 Sheet# 10

LOCATION: Phelan Lane to Inglewood Ave - speeds meas. ≈ at: N33°52.993' W118°21.843' BEGIN: 15:03 END: 15:47

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49	//	
48		
47		
46		
45	/	
44		
43	/	
42	/	
41	/	
40	///	12
39	///	
38	////	
37	/////	
36	/////	
35	/////	
34	////	
33	///	3
32	///	
31	//////////	
30	//	
29	//	
28	//	
27	//	
26	//	
25		
24		
23		
22	/	
21		
20		
19		
18		
17		
16		

Direction: EB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44	/	
43	/	
42	/	
41		
40	///	
39		
38		
37	///	
36	////	
35	////	
34	/////	
33	///	
32	/	
31	/	
30		
29	//	
28	///	
27		
26	/	
25	/	
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S E (W) 2615 Beland Blvd.

Survey Location: (Parked on WB side.)

N33°53.019' W118°21.822'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane / Double Yellow C.Line / Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Comments: School Xing at Robinson. Dale Page Park on EB side. Curvilinear. Residential/Commercial.

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/19/2022 Sheet# 11

LOCATION: 190th St to Grant Ave - Speeds meas ≈ at: N33° 51.741' W118° 21.671' BEGIN: 10:39 END: 11:03

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44	///	
43		
42	/	
41	//	
40	///	
39	///	
38	///	9
37	///	2
36	///	6 8
35	////	
34	////	
33	////	
32	////	1 10
31	////	
30		
29	/	
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		4
41	///	
40	///	37
39	///	
38	///	
37	////	
36	////	
35	//////	
34	////	
33	////	5
32	////	
31	////	
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

2701 185th Street

Survey Location: (Sitting on NB sidewalk.)

N33° 51.773' W118° 21.668'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: (N.P.A.T.) / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: Y / (N)

Bike Lane: Y / (N)

Comments: Traffic signal and School Xing at Ralston and 182nd

Mera Family Child Care Home at Ralston, NB side.

Adams Middle School on SB side.

DIPS warning sign for dips at 182nd and Sprockles.

Residential/Commercial/School

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 12

LOCATION: Grant Ave to Artesia Blvd - speeds meas. ≈ at: N33° 52.237' W118° 21.671' BEGIN: 09:43 END: 10:11

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles (66)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		3
45		2
44		
43		
42		
41		
40		
39		8 10
38		
37		6 7
36		4 5 9
35		
34		
33		
32		1
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: (N) S E W

1693 Inglewood Ave.

Survey Location: (Parked on NB side.)

N33° 52.197' W118° 21.667'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Residential / Commercial. Vertically curvilinear.

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 12

LOCATION: Grant Ave to Artesia Blvd - speeds meas. ≈ at: N33° 52.237' W118° 21.671' BEGIN: 09:43 END: 10:22

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		1
48	///	
47	///	
46	///	
45		
44	///	
43	///	5
42	//////	
41	//////	
40	//////	9
39	////// /	26
38	////// /	
37	////// /	
36	//////	
35		
34	////	348
33	//////	
32	/////	7
31	///// /	10
30		
29		
28	///	
27	///	
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: (N) S E W Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Survey Location: 1673 Inglewood Ave. (Parked on NB side.) Double Yellow C.Line

N33° 52.197' W118° 21.667' Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Residential / Commercial. Vertically curvilinear.

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 13

LOCATION: Artesia Blvd to Manhattan Beach Blvd - speeds meas. ≈ at: N33°52.615' W118° 21.687' BEGIN: 09:03 END: 09:37

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction:

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51	///	
50	///	
49	////	
48	////	
47	////	
46	////	
45	////	
44	////	19
43	////	
42	////	
41	////	
40	////	7
39	////	
38	////	8
37	////	
36	////	
35	////	34
34	////	26
33	////	
32	////	5
31	////	
30	/	
29		
28		10
27	/	
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

Survey Location: 2501 Inglewood Ave (Parked on SB side.) N33°52.675' W118°21.684'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane / Double Yellow C.Line / Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)

Comments: Traffic signal at 166th. Residential / Commercial.

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 13

LOCATION: Artesia Blvd to Manhattan Beach Blvd - speeds meas. ≈ at: N 33° 52.615' W 118° 21.687' BEGIN: 09:03 END: 09:27

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles (61)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53	/	5
52		
51	/	
50	//	8
49	/	
48	/ /	
47		
46	/ //	4
45	/// ////	
44	/// //// //	37
43	/// ////	
42	/// ////	26
41	/// ////	1
40	/// //// //	9
39	/// ////	10
38	/// ////	
37	/// //// //	
36	/// //// ///	
35	/	
34	///	
33		
32	//	
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

Survey Location: 2501 N Inglewood Ave (Parked on SB side.) N33° 52.475' W118° 21.684'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane / Double Yellow C.Line / Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

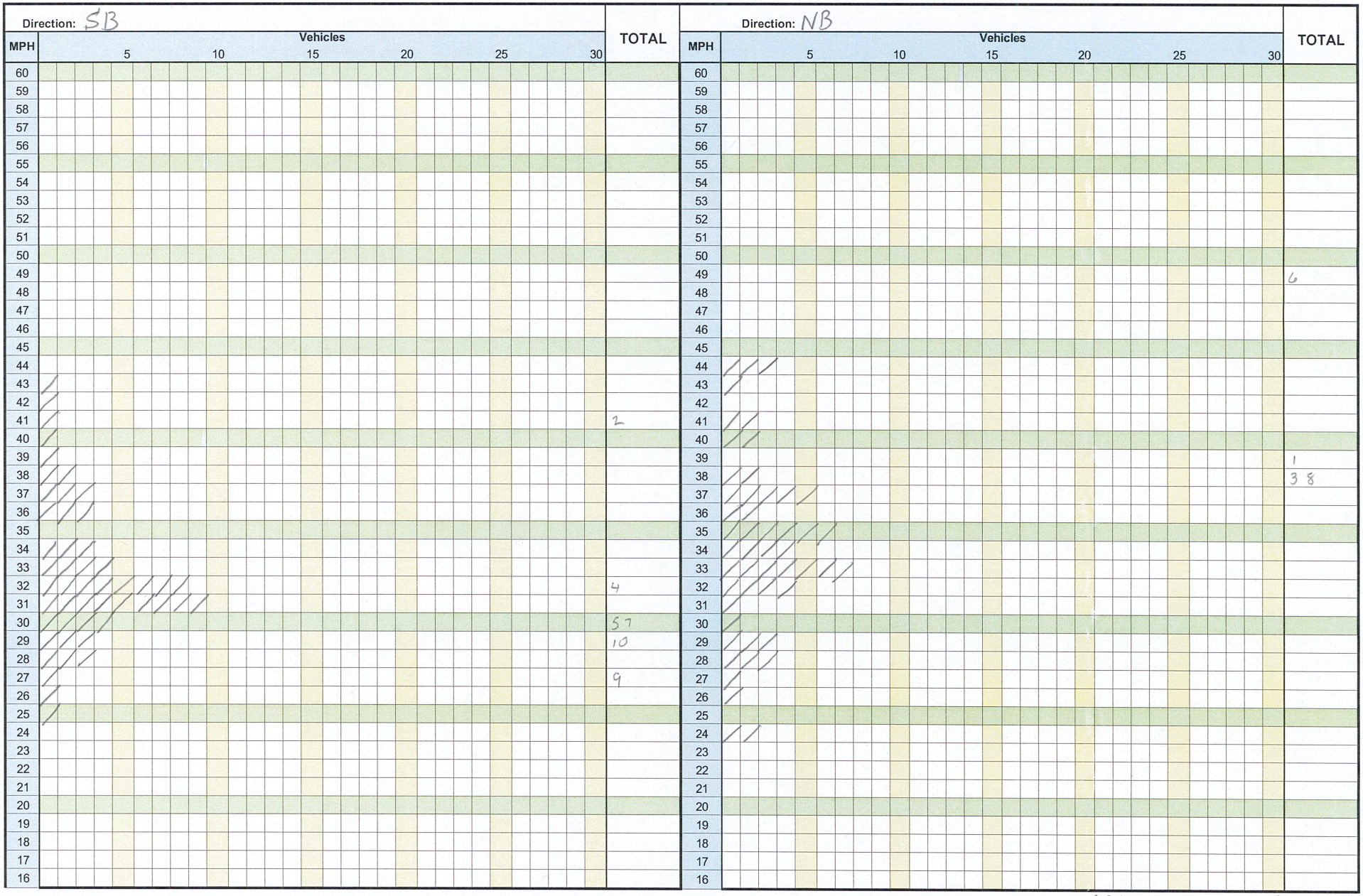
Comments: Traffic signal at 166th Residential / Commercial.

RADAR SURVEY

ROAD: Inglewood Avenue # OF LANES: 3S/2N* POSTED: SPEED 35 DATE: 7/19/2022 Sheet# 14

LOCATION: Manhattan Beach Blvd to Marine Ave - speeds meas. ≈at: N33°53.348' W118°21.687' BEGIN: 08:30 END: 08:50

WEATHER: Very Few Clouds ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

Survey Location: 3645 Inglewood Ave (sitting on SB sidewalk.)
N33° 53.304' W118° 21.683'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Line)

Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: Y / (N)

Bike Lane: Y / (N)

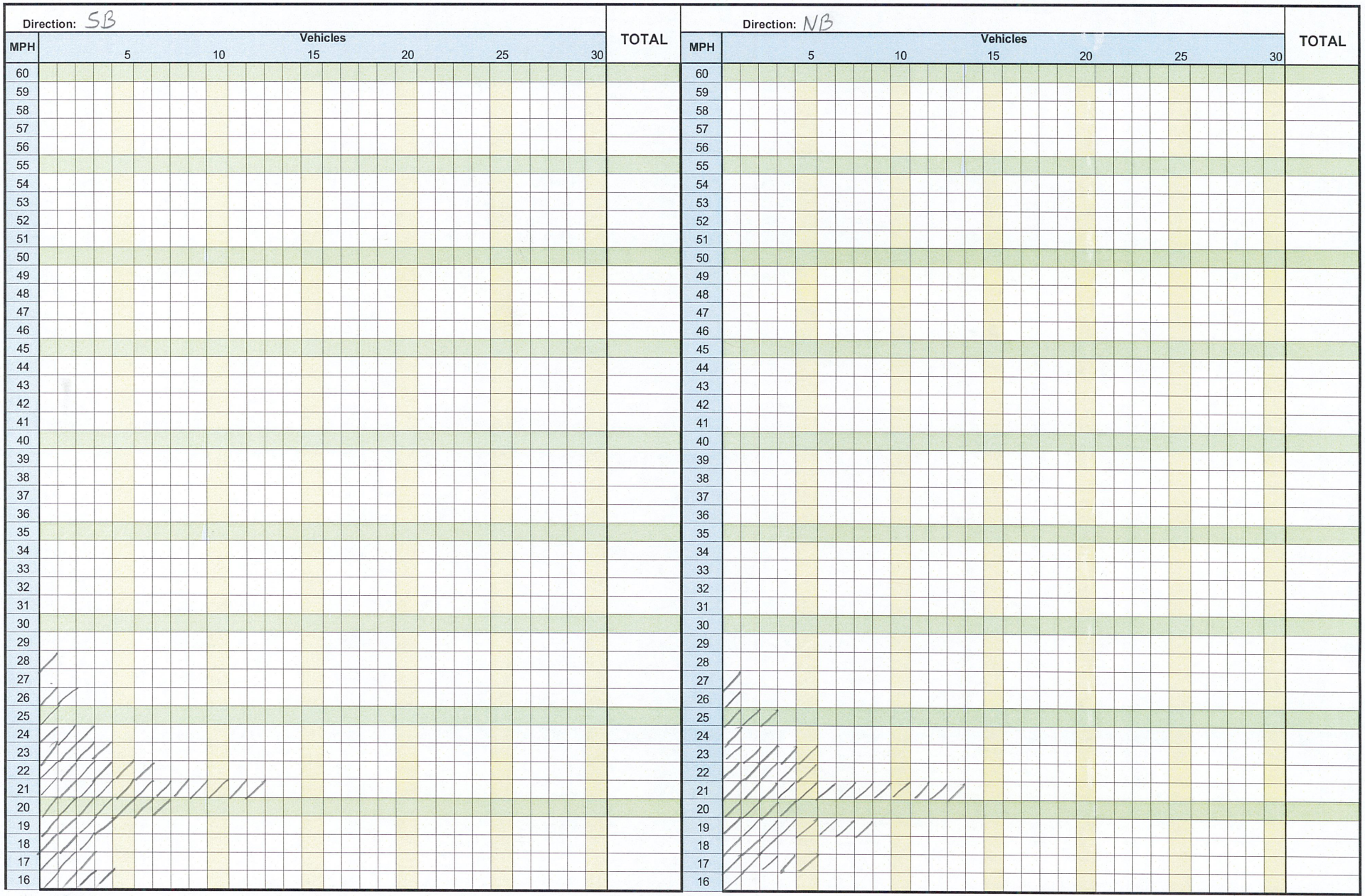
Comments: RR Xing in S half of seg.
Traffic signal at 405N exit, 405S exit, and 152nd.
School Xing at Marine Ave.
*N side is 3 lanes S of 156th.

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 1/1 POSTED: SPEED 25 DATE: 7/20/2022 Sheet# 15

LOCATION: Palos Verdes Blvd to Ave I - speeds meas. ≈at: N33° 49.060' W118° 23.272' BEGIN: 10:35 END: 11:02

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

Survey Location: 1731 S Catalina Ave (sitting beside road, SB side.)

N33° 49.053' W118° 23.270'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Line)

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

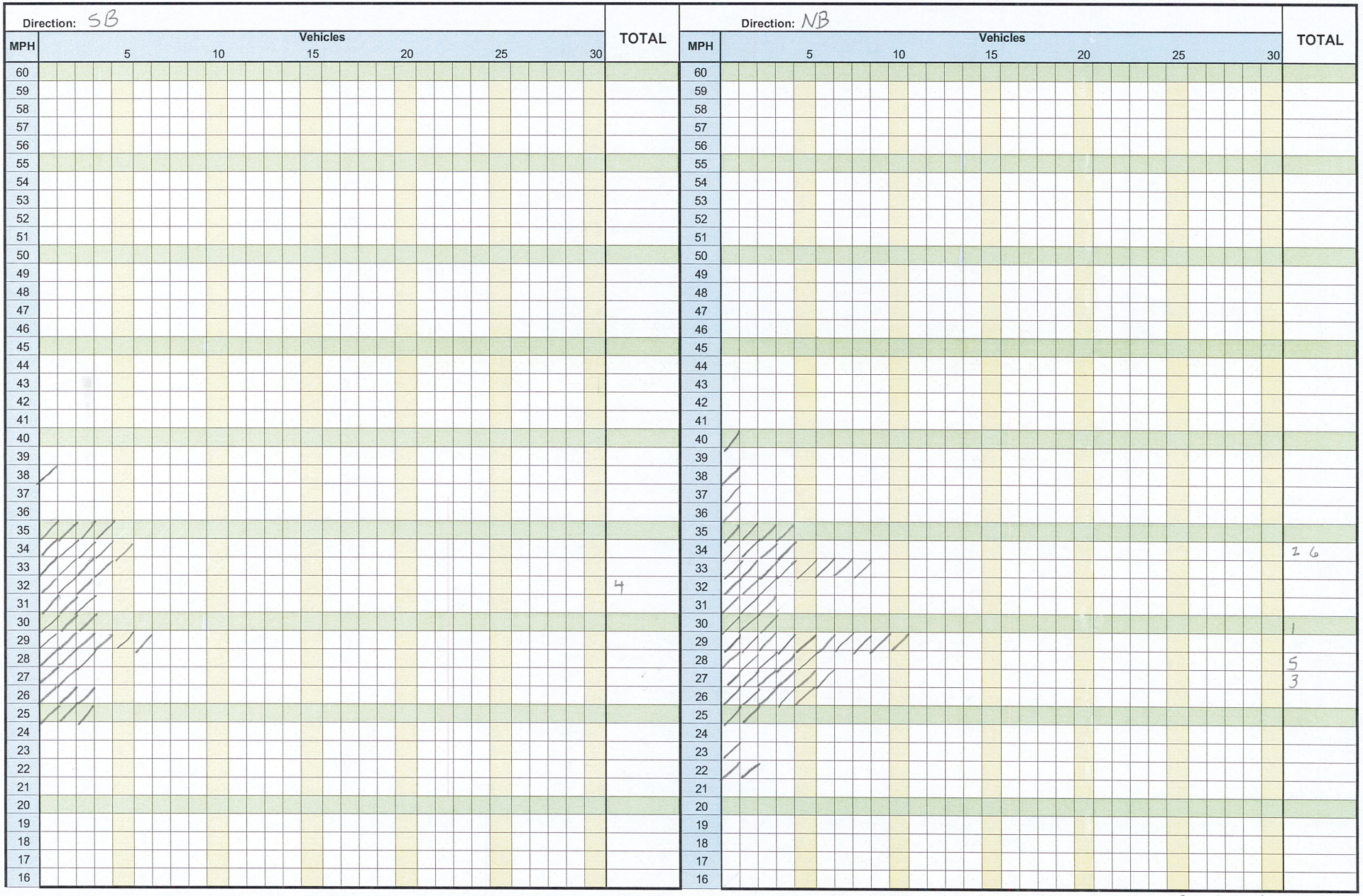
Comments: School Xing at Palos Verdes. All-way STOP at Elena, Vista Del Mar, and Avenida Del Norte, Commercial. Curvilinear.

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 16

LOCATION: Avenue I to Esplanade/Pearl Street - speeds meas. ≈ at: N33° 50.025' W118° 23.280' BEGIN: 09:50 END: 10:21

WEATHER: Very Light Overcast ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

601 S Catalina Ave.

Survey Location: (Parked on NB side.)

N33° 49.985' W118° 23.290'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane (Y) / N

Comments: 4-way STOP at Ave F, Ave C, Knob Hill, Topaz, Sapphire, and Ruby. Residential / Commercial. Curvilinear.

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 17

LOCATION: Esplanade/Pearl St to Beryl St - speeds meas ≈ at: N33° 50.462' W118° 23.303'

BEGIN: 09:00 END: 09:42

WEATHER: Light Clouds ROAD CONDITION: Good

OBSERVER: TL Hartman

MPH	Direction:	TOTAL	Direction: NB	TOTAL
	Vehicles 5 10 15 20 25 30		Vehicles 5 10 15 20 25 30	
60				
59				
58				
57				
56				
55				
54				
53				
52				
51				
50				
49				
48			/	
47				
46			/	
45				
44			/	
43				
42			/	
41			/	
40			/ / /	
39			/ / /	
38			/ / /	
37			/ / / / /	
36			/ / / / / / /	
35			/ / / / / / /	4
34			/ / / / / / / /	5
33			/ / / / / / / / / / /	12
32			/ / /	
31			/ / / / / /	67
30			/ / / /	
29			/ / / / /	3
28			/	78
27				
26			/ /	
25				
24			/	
23				
22				
21				
20				
19				
18				
17				
16				

Facing: N (S) E W

Survey Location: 1015 Catalina Ave. (Parked on SB side.)
N33° 50.499' W118° 23.312'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: (Y) / N

Residential / Commercial / Park.

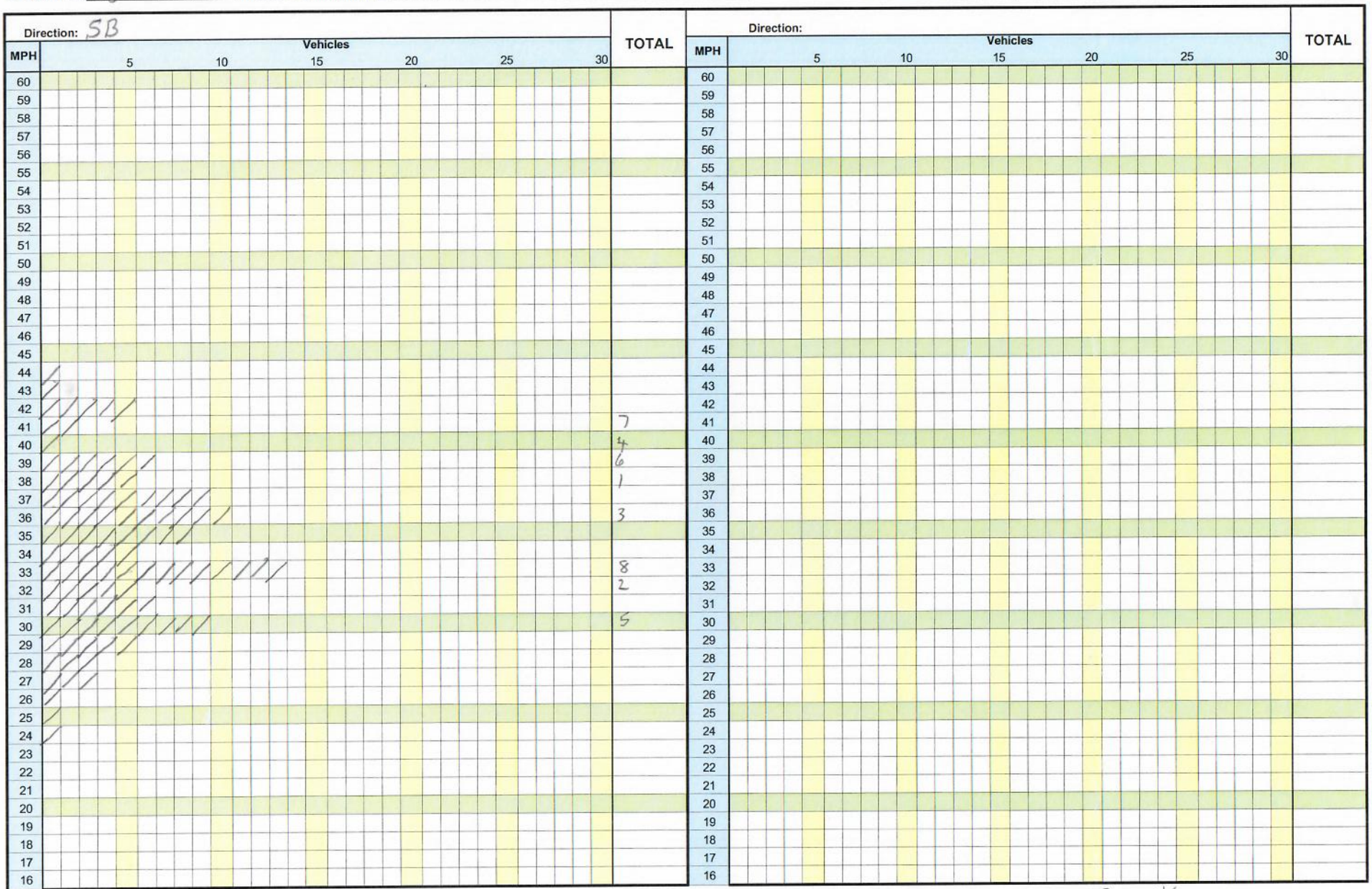
Comments:
Green bike route sign. Curvilinear
Traffic signal at Torrance, Garnet, Emerald, Diamond, and Carnelian. 25 mph curve at Neo Czuleger Park on SB side.
Veteran's Park and Memor. on SB side means end

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 17

LOCATION: Esplanade/Pearl St to Beryl St - speeds meas. ≈ at: N33° 50.462' W118° 23.303' BEGIN: 09:00 END: 09:42

WEATHER: Light Clouds ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N (S) E W

Survey Location: 1015 Catalina Ave. (Parked on SB side) N33°50.499' W118°23.312'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Residential/Commercial/Park.

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: (Y) / N

Comments: Curvilinear. Green bike route sign. Traffic signal at Torrance, Garnet, Emerald Diamond, and Carnelian. 25 mph curve at N end. Czuleger Park on SB side. Veteran's Park & Memor. on SB side near S end.

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 2/2 POSTED: SPEED 35

LOCATION: Beryl St to PCH - speeds meas. ≈ at: N33°50.958' W118°23.513'

WEATHER: Partly Cloudy ROAD CONDITION: Good

DATE: 7/20/2022 Sheet# 18

BEGIN: 08:25 END: 08:49

OBSERVER: TL Hartman

Direction:		TOTAL	Direction: NB	TOTAL
MPH	Vehicles 5 10 15 20 25 30		MPH	
60			60	
59			59	
58			58	
57			57	
56			56	
55			55	
54			54	
53			53	
52			52	
51			51	
50			50	
49			49	9
48			48	8
47			47	
46			46	
45			45	
44			44	
43			43	3
42			42	10
41			41	
40			40	4
39			39	5 6
38			38	7
37			37	1
36			36	
35			35	
34			34	
33			33	2
32			32	
31			31	
30			30	
29			29	
28			28	
27			27	
26			26	
25			25	
24			24	
23			23	
22			22	
21			21	
20			20	
19			19	
18			18	
17			17	
16			16	

Facing: (N) S E W

Survey Location: 732 N. Catalina Ave. (Sitting in median.)

N33°50.927' W118°23.505'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: Y (N)

Bike Lane: Y (N)

Comments: Traffic signal at Gertruda, 25 mph curve at N end. Curvilinear, Residential/Commercial.

RADAR SURVEY

ROAD: Catalina Avenue # OF LANES: 2/2 POSTED: SPEED 35

LOCATION: Beryl St to PCH - speeds meas. ≈ at: N33°50.958' W118°23.513'

WEATHER: Partly Cloudy ROAD CONDITION: Good

DATE: 7/20/2022 Sheet# 18

BEGIN: 08:25 END: 08:49

OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52	/	
51	/	
50	/	4
49	/	
48	/	
47	/	8
46	///	5
45	///	6
44	///	29
43	///	10
42	////	
41	////	
40	////	
39	/////	
38	/////	3
37	//////	7
36	//////	
35	//////	
34	//////	
33	//////	1
32	///	
31	///	
30	///	
29	/	
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: (N) S E W

Survey Location: 732 N Catalina Ave. (sitting in median.) N33°50.927' W118°23.505'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: Y / (N)

Bike Lane: Y / (N)

Comments: Traffic signal at Gertruda. 25 mph curve at N end. Curvilinear. Residential/Commercial.

RADAR SURVEY

ROAD: Grant Avenue # OF LANES: 1/1 POSTED: SPEED 35 DATE: 7/19/2022 Sheet# 19

LOCATION: Aviation Blvd to Inglewood Ave - speeds meas. ≈ at: N33°52.139' W118°22.796' BEGIN: 11:18 END: 11:43

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

MPH	Direction: WB Vehicles	TOTAL	Direction: EB Vehicles	TOTAL
60				
59				
58				
57				
56				
55				
54				
53				
52				
51				
50				
49				
48				
47				
46	/			
45				
44	//		//	
43	//		//	
42	//		//	
41	//	6	//	
40	//		//	
39	///		///	7
38	///		///	10
37	///	4	///	19
36	///	5	///	3
35	///	2	////	
34	///		///	
33	///	8	///	
32	///		///	
31	//		//	
30				
29	/			
28				
27				
26	/			
25	/			
24				
23				
22				
21				
20				
19				
18				
17				
16				

Facing: N S (E) W

1802 Grant Avenue

Survey Location: (Parked on EB side.)

N33°52.140' W118° 22.857'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Fire Station on EB side at Mackay.

Comments: Traffic signal at Flagler, Green, Rindae Slawson, MacKay, and Felton

Perry Park and Birney Elem. School on WB side

Residential / School / Park.

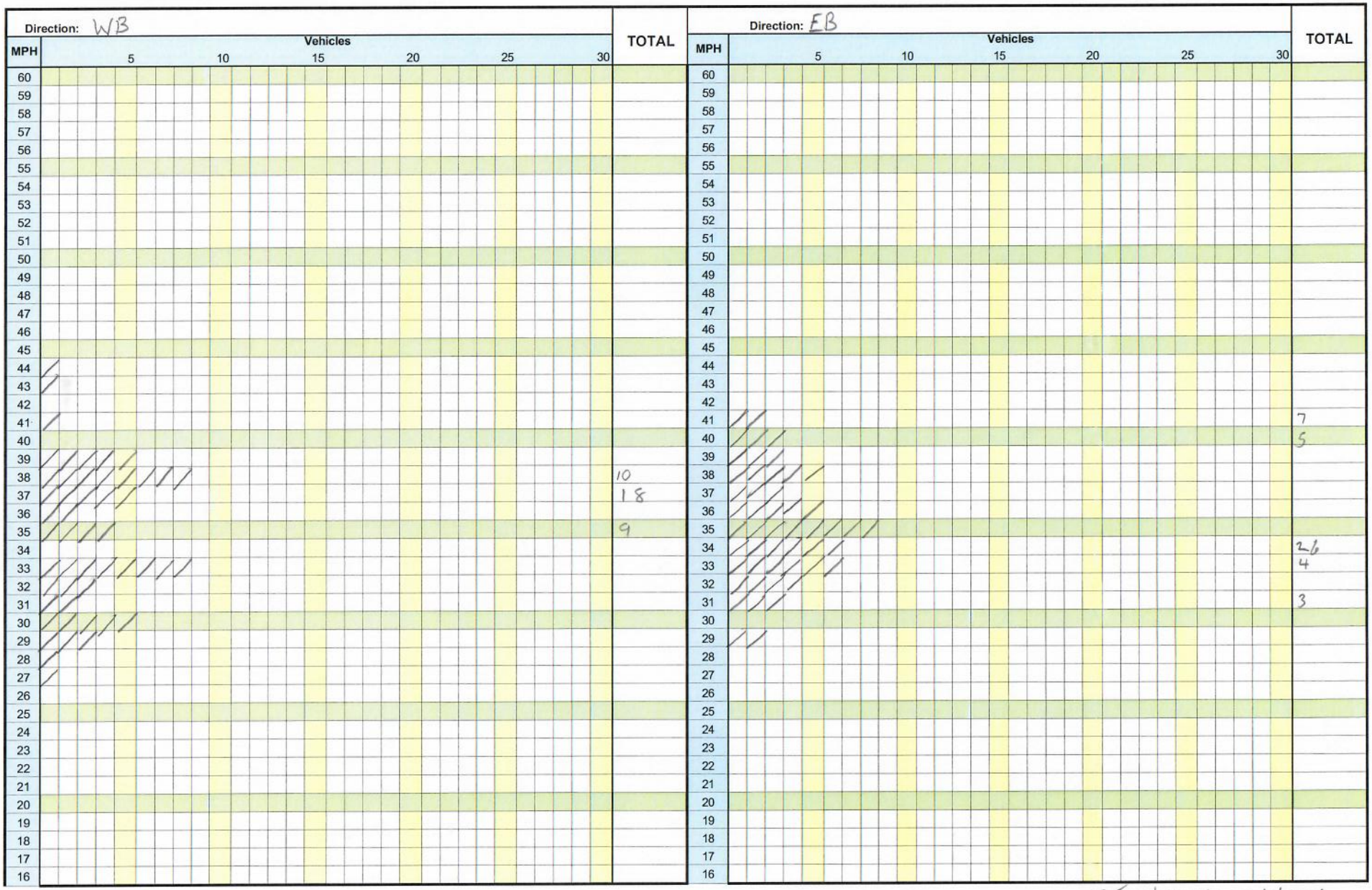
School Xing at Green.

RADAR SURVEY

ROAD: Grant Avenue # OF LANES: 1/1 POSTED: SPEED 30 DATE: 7/19/2022 Sheet# 20

LOCATION: Inglewood Ave to Kingsdale Ave - speeds meas. ≈ at: N33° 52.189' W118° 21.556' BEGIN: 11:53 END: 12:20

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S (E) W

2747 Grant Ave.

Survey Location: (Parked in median.)

N33° 52.162' W118° 21.593'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: N.P.A.T. (N.S.A.T.)

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Comments: 25 mph curve at W end. Curvilinear, Residential.

RADAR SURVEY

ROAD: Torrance Boulevard # OF LANES: 2/2 POSTED: SPEED 30 DATE: 7/21/2022 Sheet# 21

LOCATION: Pier to PCH - speeds meas. ≈ at: N33° 50.308' W118° 23.338' BEGIN: 12:39 END: 13:31

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman

MPH	Direction: Vehicles (5 10 15 20 25 30)	TOTAL	MPH	Direction: EB Vehicles (5 10 15 20 25 30)	TOTAL
60			60		
59			59		
58			58		
57			57		
56			56		
55			55		
54			54		
53			53		
52			52		
51			51		
50			50		
49			49		
48			48		
47			47		
46			46		
45			45		
44			44		
43			43		
42			42		
41			41		
40			40		
39			39		
38			38		
37			37		
36			36		
35			35		
34			34		
33			33		
32			32		
31			31		
30			30		
29			29	/	
28			28	/	
27			27	/	
26			26	/ / / / /	
25			25	/ / /	
24			24	/ / / / / / / /	
23			23	/ / / / / / / / / / /	
22			22	/ / / / / / / /	
21			21	/ / / / / / / / /	
20			20	/ / / / / / /	
19			19	/ / / / / / / / / / / / / /	
18			18	/ / / / / / / / / /	
17			17	/ / / / / / / / / / / / / / /	
16			16	/ / / / / / / /	

Facing: N S E (W)
695 The Village
Survey Location: (Sitting in median.)
N33° 50.298' W118° 23.310'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)

Comments: Veteran's Park on EB side. 4-way STOP at Broadway. Traffic signal at Catalina. Residential/Commercial/Park.

RADAR SURVEY

ROAD: Torrance Boulevard # OF LANES: 2/2 POSTED: SPEED 30

LOCATION: Pier to PCH - speeds meas. ≈at: N/33°50.308' W118°23.338'

WEATHER: Partly Cloudy ROAD CONDITION: Good

DATE: 7/21/2022 Sheet# 21

BEGIN: 12:39 END: 13:26

OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36	//	
35	//	
34		
33		
32	//	
31	//	
30	///	
29	///	
28	///	
27	///	
26	///	
25	///	
24	///	
23	///	
22	///	
21	///	
20		
19	///	
18		
17		
16		

Direction:

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S E (W)

Survey Location: 695 The Village (sitting in median.) N33°50.298' W118°23.310'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane / Double Yellow C.Line / Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

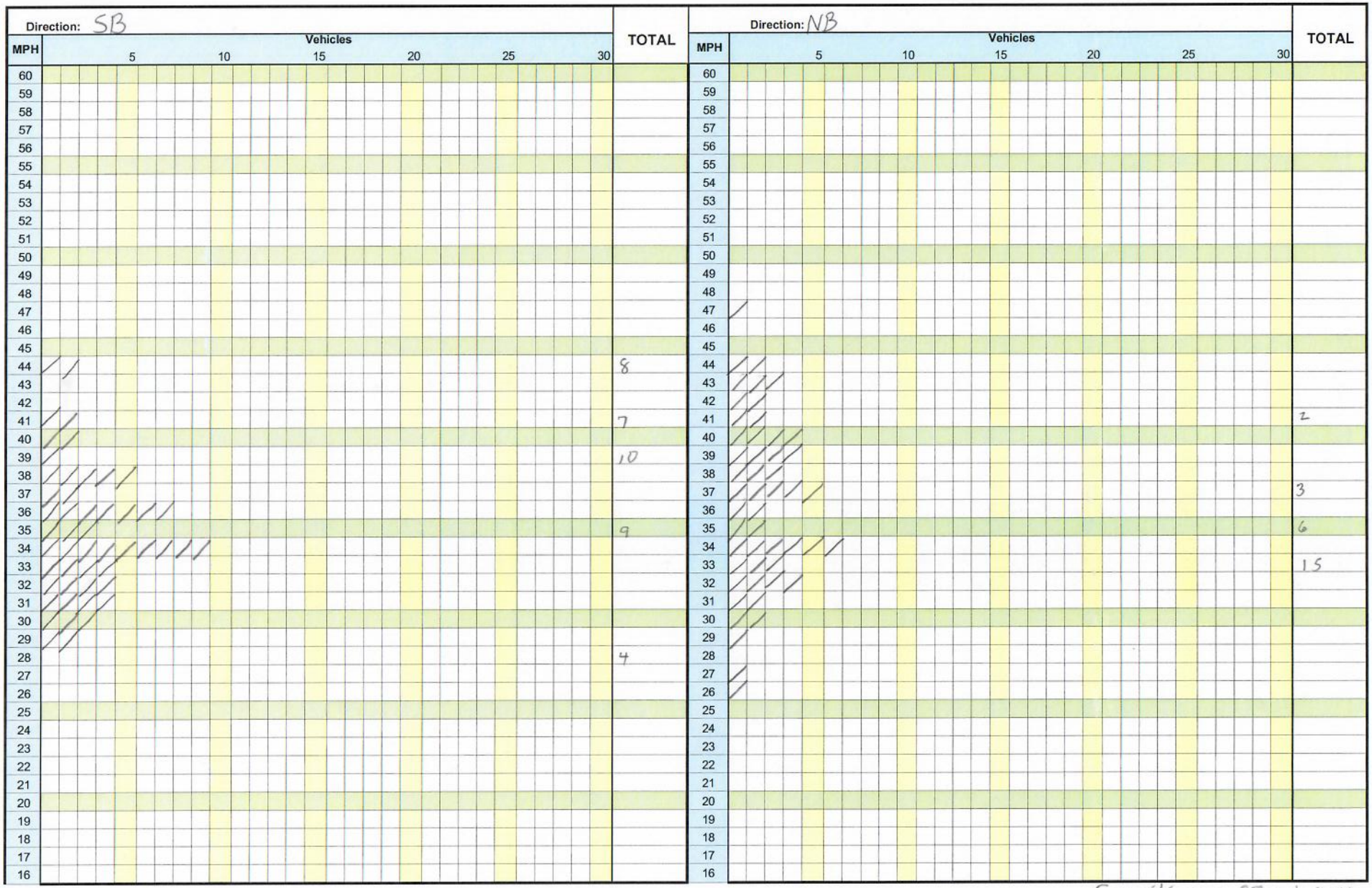
Comments: Veteran's Park on EB side. 4-way STOP at Broadway. Traffic signal at Catalina. Residential / Commercial / Park.

RADAR SURVEY

ROAD: Aviation Boulevard # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/19/2022 Sheet# 22

LOCATION: Harper Ave to Artesia Blvd - speeds meas. ≈ at: N33° 51.967' W118° 23.138' BEGIN: 12:39 END: 12:54

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

1212 Aviation Blvd

Survey Location: (Parked on NB side.)

N33° 51.945' W118° 23.169'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other- 2-way LT N of Grant

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y (N)

Comments: Curvilinear. 30 mph curve.
NB Speed FB sign is ON.
Traffic signal at Ford and Grant.
SB Speed FB sign is ON.
Commercial / Residential.

RADAR SURVEY

ROAD: Aviation Boulevard # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 23

LOCATION: Artesia Blvd to Robinson St - speeds meas. ≈ at: N33°52.557' W118°22.798' BEGIN: 13:03 END: 13:21

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47	//	
46	//	
45		
44	/	
43	///	
42	///	
41	////	
40	////	
39	////	3
38	//// ///	
37	////	2
36	////	1
35	////	
34	////	10
33	///	
32	///	
31		
30		
29	/	
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50	/	
49	/	
48	//	
47	//	
46	//	
45		
44	//	
43	///	
42	////	4
41	////	
40	////	9
39	////	
38	////	7
37	//// /	5
36	//// //	
35	////	
34	////	68
33	///	
32	///	
31	/	
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: (N) S E W

Survey Location: 522 S Aviation Blvd (sitting beside road, NB side.)

N33°52.526' W118°22.799'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: (N.P.A.T.) / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Curvilinear, 35 mph curve, Very limited parking. Residential / Commercial.

RADAR SURVEY

ROAD: Aviation Boulevard # OF LANES: 2/2 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 24

LOCATION: Robinson St to Manhattan Beach Blvd - speeds meas. ≈ at: N33°53.120' W118°22.722' BEGIN: 13:31 END: 13:53

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45	/	
44	///	
43	///	
42	/	
41	/	
40		7
39	/////	8
38	//////	
37	//////////	
36	/////	
35	/////	10
34	/////	3
33	///	
32	/	
31		4
30		
29	/	
28		
27	/	
26		
25	/	
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		5
54		
53		
52		
51		
50		
49		
48		
47		
46		
45	///	
44	/	
43	/	
42	///	
41	/	
40	/	
39	///	6
38	///	
37	/////	
36	///	1
35	//////////	
34	/	
33	/	
32	//	2
31	/////	
30		
29	//	
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

Survey Location: 1057 N Aviation Blvd (Parked on SB side.) N33°53.171' W118°22.721'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane / Double Yellow C.Line / Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Curvilinear. Residential/Commercial. Parking on SB side only, and limited.

RADAR SURVEY

ROAD: Aviation Boulevard # OF LANES: 3/3 POSTED: SPEED 40 DATE: 7/19/2022 Sheet# 25

LOCATION: Manhattan Beach Blvd to Marine Ave - speeds meas. ≈ at: N33° 53.455' W118° 22.720' BEGIN: 14:03 END: 14:47

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman

MPH	Direction: (Vehicles 5 10 15 20 25 30) TOTAL	MPH	Direction: NB (Vehicles 64 65 5 10 15 20 25 30) TOTAL
60		60	
59		59	
58		58	
57		57	
56		56	
55		55	
54		54	
53		53	
52		52	
51		51	
50		50	6
49		49	
48		48	
47		47	
46		46	
45		45	
44		44	
43		43	9
42		42	10
41		41	
40		40	8
39		39	
38		38	2
37		37	
36		36	35
35		35	4
34		34	
33		33	
32		32	
31		31	
30		30	7
29		29	
28		28	
27		27	
26		26	
25		25	
24		24	
23		23	
22		22	
21		21	
20		20	
19		19	
18		18	
17		17	
16		16	

Facing: N (S) E W

Survey Location: 1812 Wendy Way (sitting on Aviation SB sidewalk.) N33° 53.504' W118° 22.732'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Lane) / Double Yellow C.Line / Other-

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: Y / (N)
Bike Lane: Y / (N)

Comments: Traffic signal at Space Park Drive. Aviation Park on NB side. Commercial/Residential/Park.

RADAR SURVEY

ROAD: Aviation Boulevard # OF LANES: 3/3 POSTED: SPEED 40

LOCATION: Manhattan Beach Blvd to Marine Ave - speeds meas. ≈ at: N33° 53.455' W118° 22.720'

WEATHER: Clear ROAD CONDITION: Good

DATE: 7/19/2022 Sheet# 25

BEGIN: 14:03 END: 14:40

OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59	/	
58		
57		
56		
55	/	
54	/	
53		
52	/	3
51	/	
50		
49	//	7
48	//////	
47	//////	6 10
46	//////	1 5
45	//////	2 8
44	///	4
43	///////	9
42	//////////	
41	//////	
40	//////	
39	//////	
38	//////	
37	///	
36	///	
35	////	
34	///	
33	////	
32	/	
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

Survey Location: 1812 Wendy Way (Sitting on SB Aviation sidewalk.)
N33° 53.504' W118° 22.732'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Lane)
Double Yellow C.Line
Other-

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: Y / (N)
Bike Lane: Y / (N)

Comments: Traffic signal at Space Park Drive. Aviation Park on NB side.

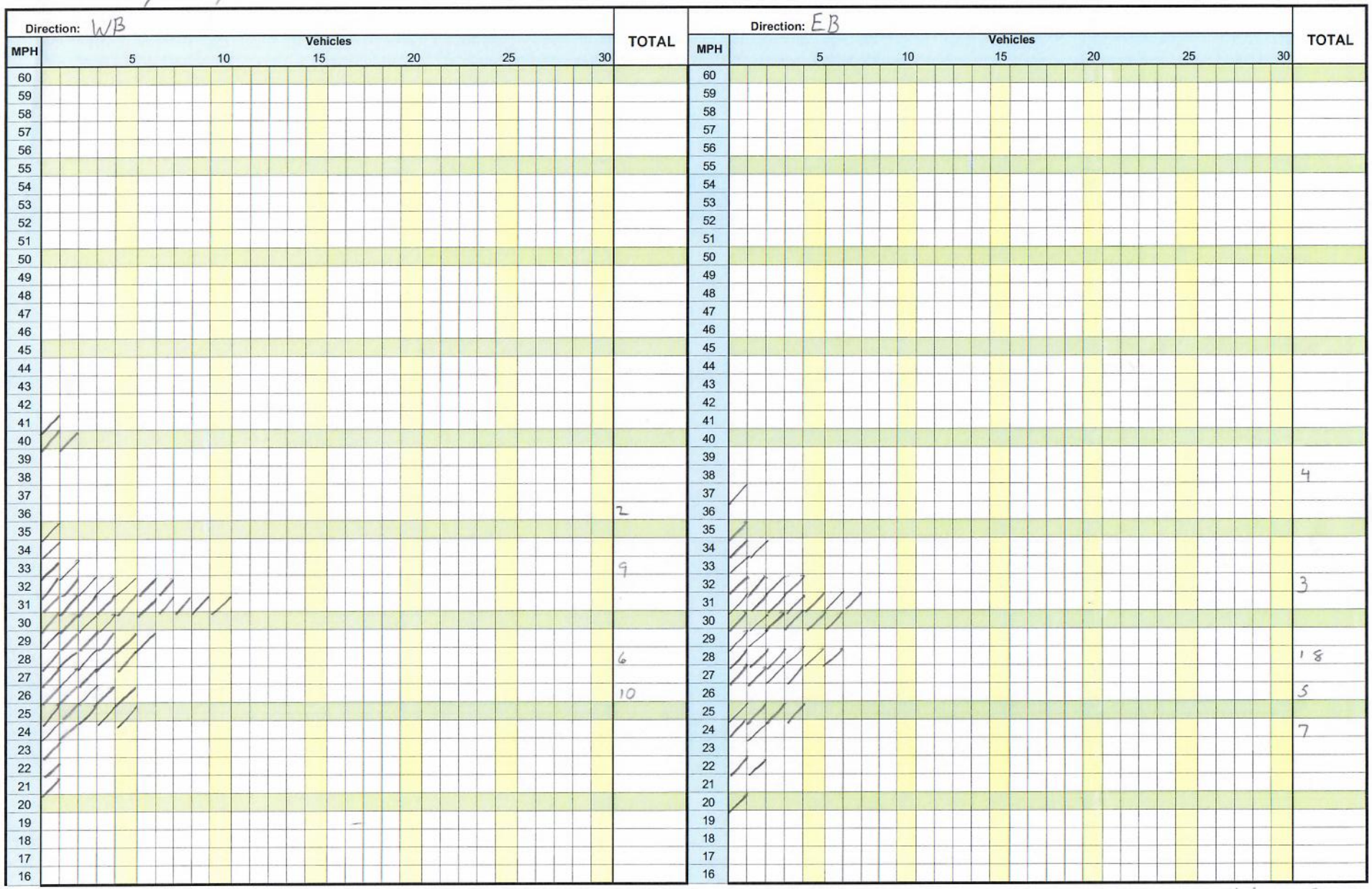
Commercial / Residential / Park.

RADAR SURVEY

ROAD: Diamond Street # OF LANES: 1/1 POSTED: SPEED 30 DATE: 7/26/2022 Sheet# 26

LOCATION: Catalina Ave to Prospect Ave - speeds meas. ≈at: N33°50.797' W118°23.123' BEGIN: 11:37 END: 12:08

WEATHER: Partly cloudy ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N S E (W) 713 Diamond Street

Survey Location: (Parked on WB side.)

N33°50.830' W118°23.080'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane
Double Yellow C.Line
Other-

Signs: N.P.A.T. / N.S.A.T.
School Zone (25 w.c.a.p.): (Y) / N
On-Street Pkng: (Y) / N
Bike Lane: (Y) / N

Comments: Redondo Union H.S. on WB side.
Residential/Commercial/School.
Traffic signal at PCH. 3-way (all) STOP at Helberta.
School Xing at Paulina, Lucia, Juanita, Helberta, Francisca, and PCH
4-way STOP (all) at Paulina, Lucia, Juanita, Francisca, & Broadwa

RADAR SURVEY

ROAD: Manhattan Beach Boulevard # OF LANES: 3W/2E POSTED: SPEED 40

LOCATION: Aviation Blvd to Inglewood Ave - speeds meas. ≈ at: N33°53.245' W118°22.060'

WEATHER: Very light clouds ROAD CONDITION: Good

DATE: 7/21/2020 Sheet# 27

BEGIN: 08:30 END: 08:57

OBSERVER: TL Hartman

Direction:

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: EB

MPH	Vehicles (5 / 10 / 15 / 20 / 25 / 30)	TOTAL
60		
59		8
58		
57		
56		
55		
54		
53	/	
52		
51	/	
50		
49		
48	/	2
47	/	
46	/	
45	/	9
44	/	
43	/	6
42	/	8
41	/	1
40		
39	/	5
38	/	
37	/	
36	/	347
35		
34	/	
33	/	10
32	/	
31	/	
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Survey Location: 2427 Manhattan Beach Blvd (Sitting in median.)

N33°53.241' W118°22.112'

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Parking on EB side only, W of Redondo Beach Blvd

Residential/Commercial.

Traffic signal at Dow, Redondo Beach Blvd, Ridge Lane, and Doolittle Drive.

RADAR SURVEY

ROAD: Manhattan Beach Boulevard # OF LANES: 3W/2E POSTED: SPEED 40 DATE: 7/21/2022 Sheet# 27

LOCATION: Aviation Blvd to Inglewood Ave. - speeds meas. ≈ at: N33° 53.245' W118°22.060' BEGIN: 08:30 END: 09:00

WEATHER: Very light clouds ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51	///	
50		
49	///	
48		
47	/	
46	//	
45	////	4
44	//////	6
43	///	3
42	////	8
41	///	5
40	////	10
39	//////	
38	//////////	9
37	//////	2
36	/////	1
35	//////	7
34	///	
33	///	
32	///	
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S (E) W Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

2427 Manhattan Beach Blvd. Double Yellow C.Line

Survey Location: (sitting in median.) Other- With landscaping.

N33°53.241' W118°22.112'

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Parking on EB side only, W of Redondo Beach Blvd

Residential / Commercial.

Traffic signal at Dow, Redondo Beach Blvd, Rindge Lane, and Doolittle Drive.

RADAR SURVEY

ROAD: Palos Verdes Boulevard # OF LANES: 2/2 POSTED: SPEED 30 DATE: 7/26/2022 Sheet# 28

LOCATION: PCH to E city limit - speeds meas. ≈ at: N33°49.371' W118°22.514'

BEGIN: 09:30 END: 10:22

WEATHER: Overcast ROAD CONDITION: Good

OBSERVER: TL Hartman

MPH	Direction: Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

MPH	Direction: EB Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		1
45		8
44		
43		
42		
41		
40		10
39		
38		
37		239
36		4
35		7
34		
33		
32		
31		
30		
29		56
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S E (W) 1067 Palos Verdes Blvd

Survey Location: (Parked on WB side.)

N33°49.368' W118°22.477'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane

Double Yellow C.Line

Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Residential/Commercial.
Green bike route sign at Susana. Curvilinear.
4-way STOP at Ave F, Helberta.
Traffic signal and School Xing at Prospect Ave.

RADAR SURVEY

ROAD: Palos Verdes Boulevard # OF LANES: 2/2 POSTED: SPEED 30 DATE: 7/26/2022 Sheet# 28

LOCATION: PCH to E city limit - speeds meas. ≈at: N33° 49.371' W118° 22.516' BEGIN: 09:30 END: 10:22

WEATHER: Overcast ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: WB

MPH	Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52	/	
51		
50		
49		
48	/	
47	/	
46		
45	/	
44	/ /	
43	/	
42	/	
41	/	1
40	/ /	5
39	/ / /	2 10
38	/ / /	7
37	/ / / / / /	8
36	/ / / / / /	3 6
35	/ / / / / / / / / /	
34	/ / / / / / / / / /	4
33	/ / / / / / / /	
32	/ / / / / / / /	9
31	/ / / / /	
30	/ / / /	
29		
28	/	
27	/	
26	/	
25	/	
24	/	
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles (5 10 15 20 25 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N S E (W) 1067 Palos Verdes Blvd

Survey Location: (Parked on WB side.)
N33° 49.368' W118° 22.477'

Median Type: 2 Way L.T. / (Raised Med.) / Double Yellow C.Lane
Double Yellow C.Line
Other- With landscaping.

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)

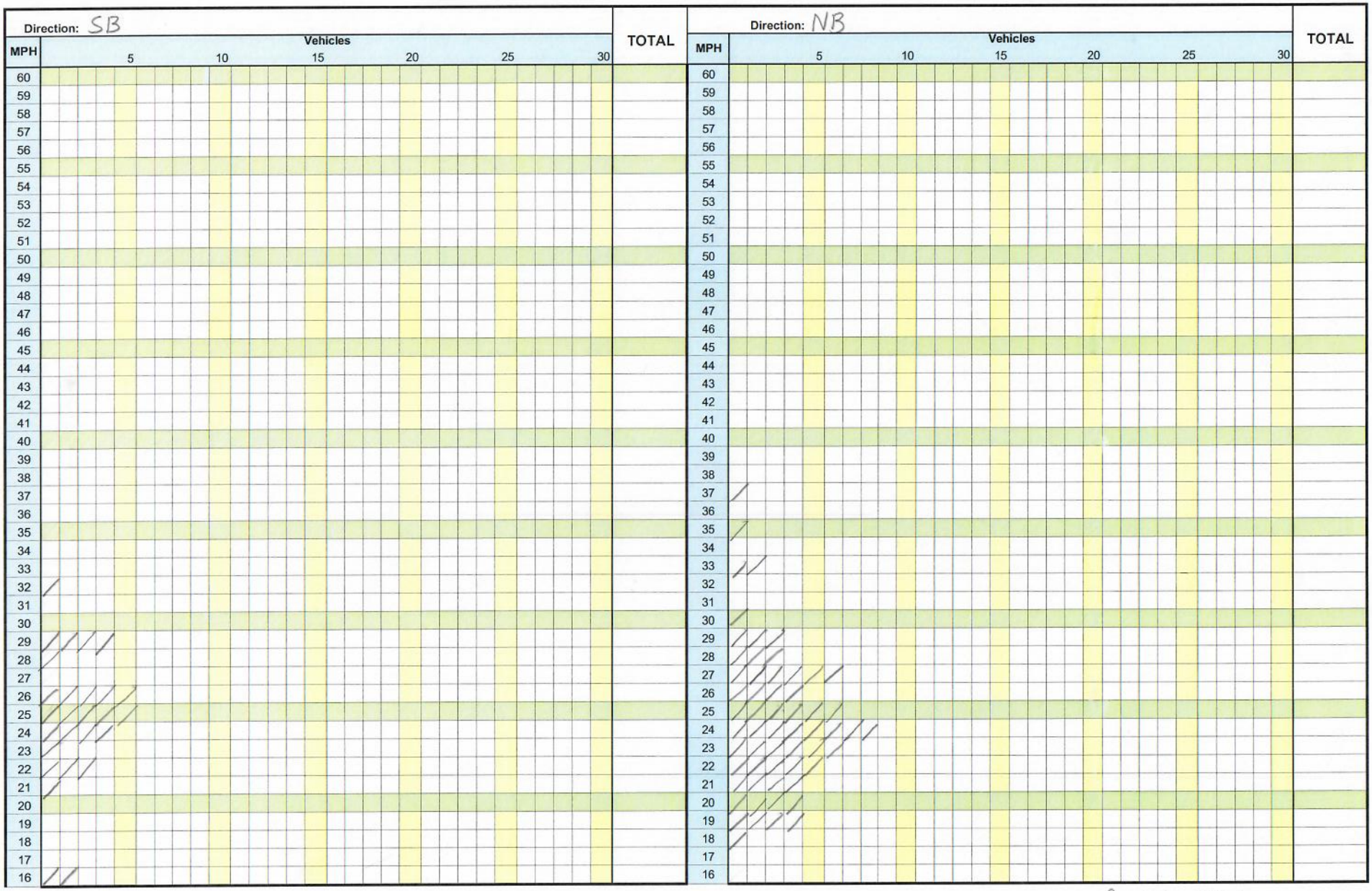
Comments: Curvilinear. Green bike route sign. (at Susana)
Residential / Commercial.
4-way STOP at Ave F, Helberta.
Traffic signal and School Xing at Prospect Ave.

RADAR SURVEY

ROAD: Phelan Lane # OF LANES: 1/1 POSTED: SPEED None DATE: 7/20/2022 Sheet# 29

LOCATION: Lilianthal Ln to 190th St - speeds meas. ≈at: N33°51.568' W118°21.967' BEGIN: 13:58 END: 14:59

WEATHER: Clear ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N (S) E W

Survey Location: (Parked on SB side.) Cell Phelan Lane

N33°51.601' W118°21.969'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Residential.

RADAR SURVEY

ROAD: Prospect Avenue # OF LANES: 2/2 POSTED: SPEED 30 DATE: 7/20/2022 Sheet# 30

LOCATION: PCH to Palos Verdes Blvd - speeds meas. ≈ at: N33°49.313' W118°22.620' BEGIN: 11:18 END: 11:42

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
37	///	
36	///	
35	////	
34	////	
33	////	
32	///	2
31	///	
30	//// /	6
29	////	
28	///	
27	///	
26	///	
25	/	

Direction: NB

MPH	Vehicles	TOTAL
38	///	
37	///	3
36	///	
35	////	
34	////	
33	////	
32	//// //	4
31		
30	//// ///	5
29	////	
28	////	
27	///	
26	///	
25		
24	/	

Facing: N (S) E W

Survey Location: 1305 S Prospect Ave. (Parked on SB side.) N33°49.345' W118°22.617'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Line)

Other-

Signs: (N.P.A.T.) / (N.S.A.T.)

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: School Xing at PCH, Palos Verdes, Helberta, and Ave G.

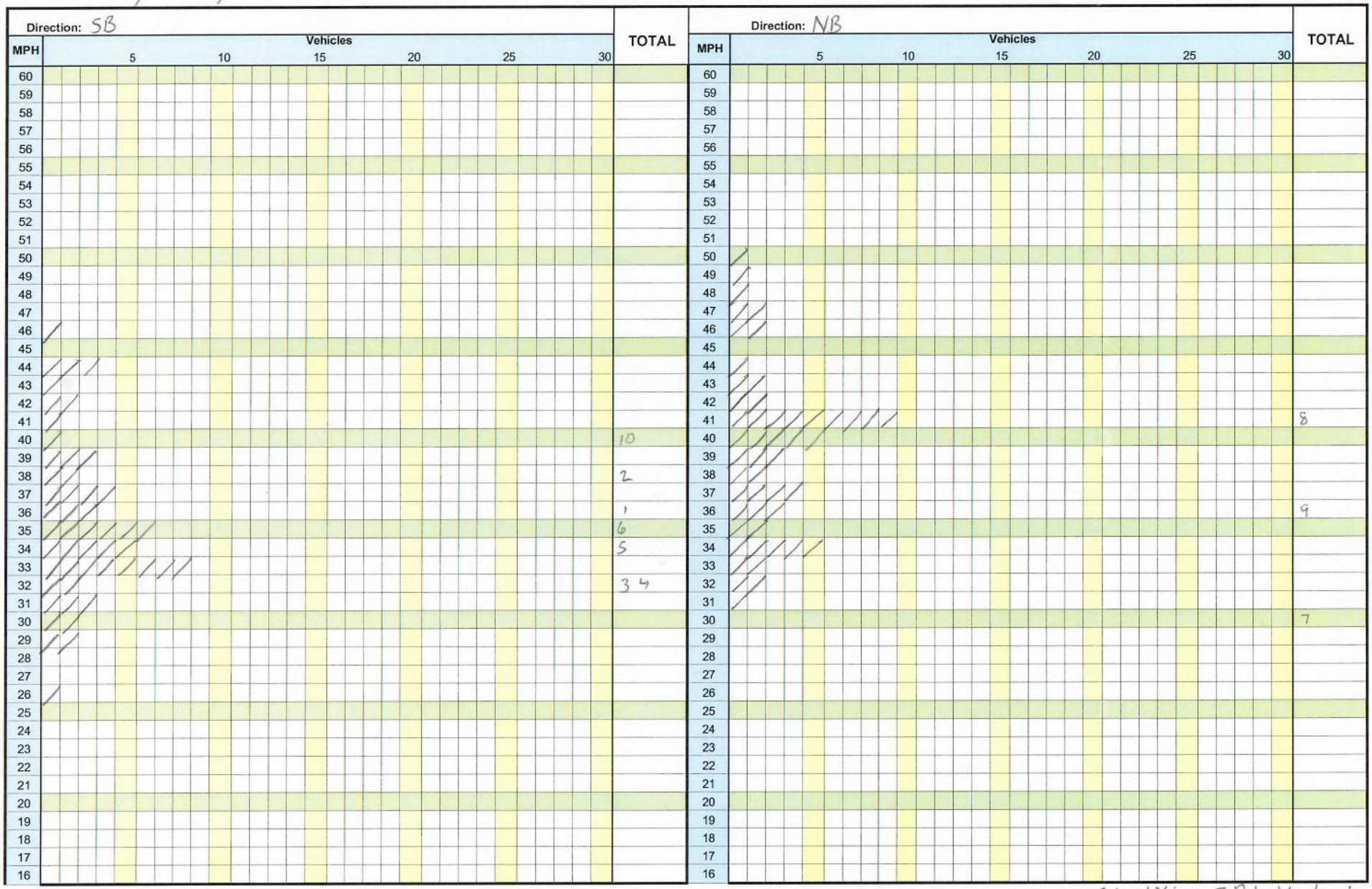
3-way (all) STOP at Ave G. 4-way STOP at Helberta. 4-way STOP at Gertruda/Ave H.

RADAR SURVEY

ROAD: Prospect Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 31

LOCATION: Palos Verdes Blvd to Camino Real - speeds meas. ≈ at: N33° 49. 541' W118° 22. 603' BEGIN: 11:44 END: 12:05

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

1102 S Prospect Ave.

Survey Location: (Parked on NB side.)

N33° 49. 487' W118° 22. 608'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane

(Double Yellow C.Line)

Other- 2-way LT N of Knob Hill.

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Residential/School.

Comments: School Xing at Palos Verdes, Knob Hill, and Camino Real.

Alta Vista Elem. School on SB side, Nend.

Peninsula Montessori School on NB side, Nend.

Traffic signal at Knob Hill.

RADAR SURVEY

ROAD: Prospect Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 32

LOCATION: Camino Real to Torrance Blvd - speeds meas. ≈ at: N33° 50.004' W118° 22.549' BEGIN: 12:08 END: 12:25

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman

MPH	Direction: SB Vehicles	TOTAL	Direction: NB Vehicles	TOTAL
60				
59				
58				
57				
56				
55				
54				
53				
52				
51				
50				
49	///		///	
48	///		///	2
47			///	
46	///		///	
45	///			
44	////	10	////	7
43	///	8	////	
42	///		////////	
41	//////		////////	
40	////		////	13
39	////		///	
38	////		///	4
37	////	9	///	
36	////	6	///	
35	////			
34	////			
33				5
32	/			
31	/			
30				
29				
28				
27				
26				
25				
24				
23				
22				
21				
20				
19				
18				
17				
16				

Facing: (N) S E W

615 S Prospect Ave. (Parked on NB side.)

Survey Location: N33° 49.939' W118° 22.548'

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Lane (Double Yellow C.Line)

Other-

Signs: N.P.A.T. (N.S.A.T.)

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: Curvilinear (mildly).
School Xing at Camino Real.
Traffic signal at Pearl.
Residential / Commercial.

RADAR SURVEY

ROAD: Prospect Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 33

LOCATION: Torrance Blvd to Del Amo St - speeds meas. ≈ at: N33° 50.658' W118° 22.621'

BEGIN: 12:35 END: 12:52

WEATHER: Light Clouds ROAD CONDITION: Good

OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48	///	
47		
46		
45		
44	//	
43	////	
42	///	
41	//// //	
40	///	1
39	//// //	3
38	//// /	
37	////	
36	////	2
35	////	
34	///	
33	///	
32	///	
31		
30	//	
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction: NB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46	///	
45		
44	/	
43	//// /	
42		
41	//	
40	////	
39	//// //	7
38	//// /	6
37	////	
36	//// ///	
35	////	10
34	///	5 8
33	///	9
32	///	
31		7
30	//	
29	/	
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

251 N Prospect Ave.

Survey Location: (Parked on SB side.)

N33° 50.699' W118° 22.628'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.) (Y) / N

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Residential / School

Comments: Parras Middle School on SB side.

Traffic Signal and School Xing at Emerald & Vincent

Redondo Union H.S. athletic field on SB side, N end.

School Xing at Del Amo.

RADAR SURVEY

ROAD: Prospect Avenue **# OF LANES:** 2/2 **POSTED: SPEED** 35 **DATE:** 7/20/2022 **Sheet#** 34

LOCATION: Del Amo St to Anita St/190th St - speeds meas. ≈ at: N33° 51.065' W118° 22.679' **BEGIN:** 12:59 **END:** 13:45

WEATHER: Partly Cloudy **ROAD CONDITION:** Good **OBSERVER:** TL Hartman

Direction:

MPH	Vehicles (5, 10, 15, 20, 25, 30)	TOTAL
60–16		

Direction: NB

MPH	Vehicles (5, 10, 15, 20, 25, 30)	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47	/	
46		
45	////	
44		
43	/////	
42		6
41		
40		9
39		
38		14
37		5
36		2 10
35		
34		
33		7
32		8
31		3
30		
29	//	
28	//	
27	/	
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W
453 N Prospect Ave.
Survey Location: (sitting next to road, NB side)
N 33° 51.099' W118° 22.703'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Lane)
Double Yellow C.Line
Other-

Signs: N.P.A.T. / (N.S.A.T.)
School Zone (25 w.c.a.p.): Y / (N)
On-Street Pkng: (Y) / N
Bike Lane: Y / (N)

Comments: School Xing at Del Amo, Diamond, and Beryl.
Traffic signal at Beach Cities Health District, Beryl, and Diamond.
Residential/Commercial.

RADAR SURVEY

ROAD: Prospect Avenue # OF LANES: 2/2 POSTED: SPEED 35 DATE: 7/20/2022 Sheet# 34

LOCATION: Del Amo St to Anita St/190th St - speeds meas. ≈ at: N33° 51.065' W118° 22.679' BEGIN: 12:59 END: 13:45

WEATHER: Partly Cloudy ROAD CONDITION: Good OBSERVER: TL Hartman

Direction: SB

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51	//	8
50	//	
49	/	
48	/	
47		
46	///	
45		
44	////////	
43	//////	10
42	///////	9
41	//////////	
40	////////// /	67
39	//////////	
38	//////////	1
37	////////// /////	
36	//////////	
35	///	3
34	///	2
33	///	45
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Direction:

MPH	Vehicles	TOTAL
60		
59		
58		
57		
56		
55		
54		
53		
52		
51		
50		
49		
48		
47		
46		
45		
44		
43		
42		
41		
40		
39		
38		
37		
36		
35		
34		
33		
32		
31		
30		
29		
28		
27		
26		
25		
24		
23		
22		
21		
20		
19		
18		
17		
16		

Facing: N (S) E W

453 N Prospect Ave

Survey Location: (sitting next to road, NB side.)

N33° 51.099' W118° 22.703'

Median Type: 2 Way L.T. / Raised Med. / (Double Yellow C.Lane)

Double Yellow C.Line

Other-

Signs: N.P.A.T. / (N.S.A.T.)

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: Y / (N)

Comments: School Xing at Del Amo, Diamond, and Beryl.

Traffic signal at Beryl, Beach Cities Health District, and Diamond.

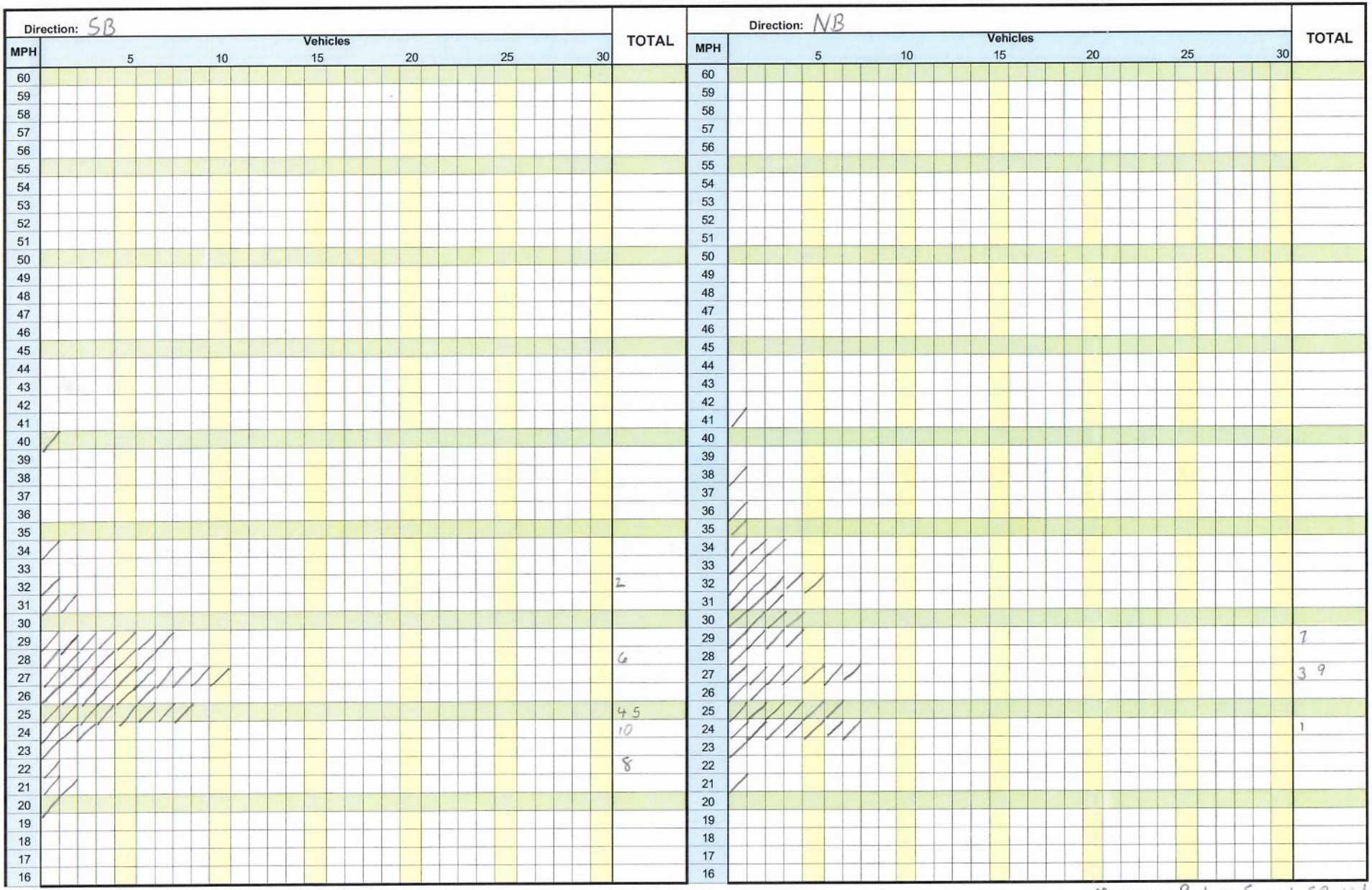
Residential/Commercial.

RADAR SURVEY

ROAD: Esplanade # OF LANES: 1/1 POSTED: SPEED 25 DATE: 7/26/2022 Sheet# 35

LOCATION: Paseo de la Playa to Knob Hill Ave. - speeds meas. ≈ at: N33°49.048' W118° 23.404' BEGIN: 10:32 END: 10:56

WEATHER: Mostly Overcast ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: (N) S E W

1728 Esplanade

Survey Location: (Parked on NB side.)

N 33° 48.996' W118° 23.406'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: N.P.A.T. / N.S.A.T.

School Zone (25 w.c.a.p.): Y (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Comments: Miramar Park at S end SB side.

Ped Xing at Miramar Park.

Curvilinear.

3-way STOP at Vista Del Mar, Ave 1, Ave F, Ave C, and Ave A.

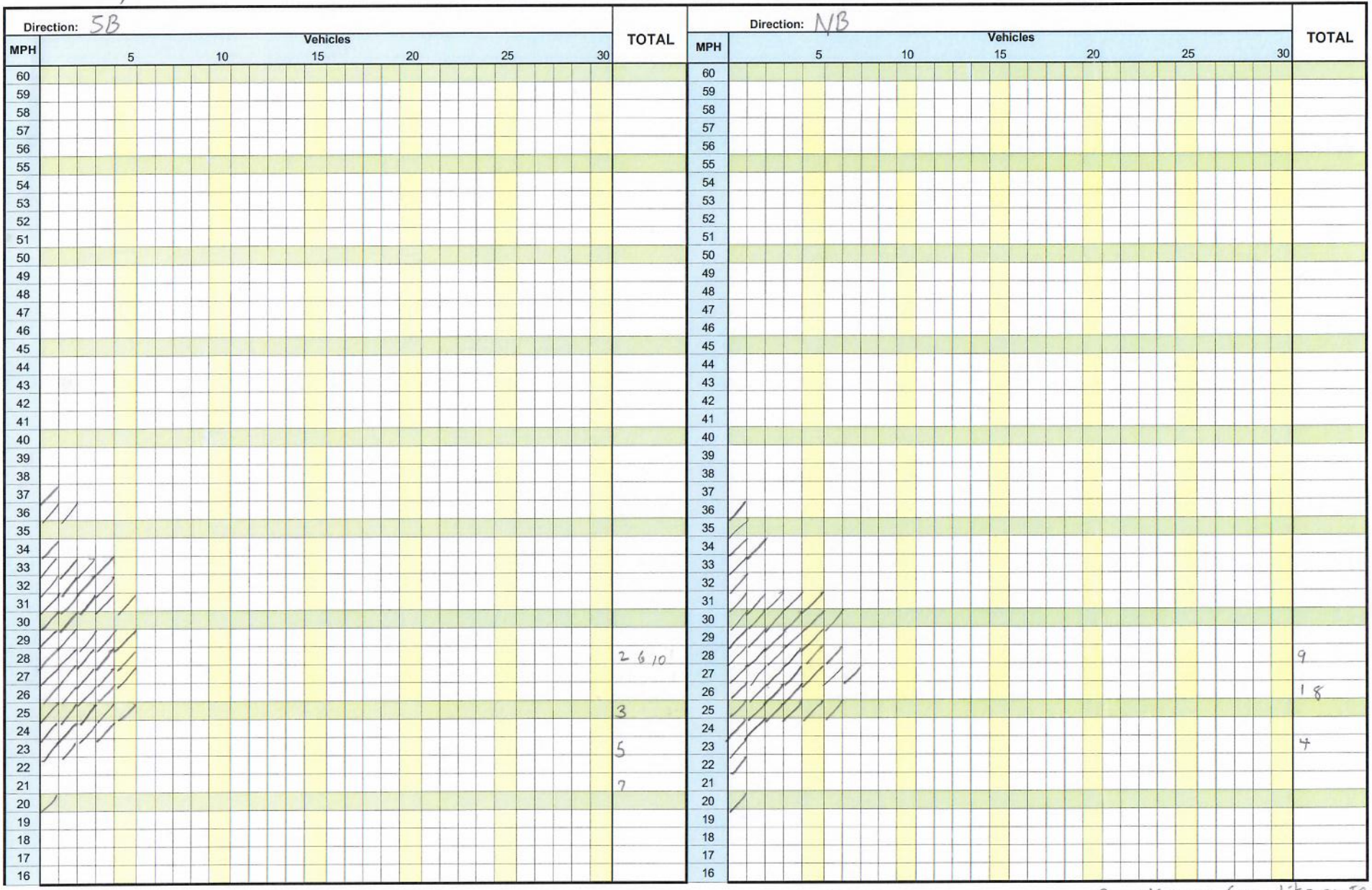
Residential/Park.

RADAR SURVEY

ROAD: Esplanade # OF LANES: 1/1 POSTED: SPEED None DATE: 7/26/2022 Sheet# 36

LOCATION: Knob Hill Ave to Catalina Ave - speeds meas. ≈ at: N33° 49.847' W118° 23.372' BEGIN: 11:01 END: 11:28

WEATHER: Very few clouds ROAD CONDITION: Good OBSERVER: TL Hartman



Facing: N (S) E W

705 Esplanade

Survey Location: (Parked in median.)

N33° 49.881' W118° 23.368'

Median Type: (2 Way L.T.) / Raised Med. / Double Yellow C.Lane

Double Yellow C.Line

Other-

Signs: (N.P.A.T.) / N.S.A.T.

School Zone (25 w.c.a.p.): Y / (N)

On-Street Pkng: (Y) / N

Bike Lane: (Y) / N

Comments: Curvilinear, Green bike route sign NPAT at N end.

Residential.

3-way STOP at Topaz, Sapphire, and Ruby

APPENDIX F

Average Daily Traffic Counts

Prepared by National Data & Surveying Services

VOLUME

182nd St Bet. Inglewood Ave & Kingsdale Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,949	4,120	7,069

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			1		4		5		12:00			57		51		108	
0:15			5		3		8		12:15			70		58		128	
0:30			4		1		5		12:30			59		68		127	
0:45			1	11	5	13	6	24	12:45			57	243	72	249	129	492
1:00			1		1		2		13:00			71		67		138	
1:15			1		4		5		13:15			40		59		99	
1:30			0		2		2		13:30			54		78		132	
1:45			2	4	1	8	3	12	13:45			55	220	59	263	114	483
2:00			1		1		2		14:00			50		60		110	
2:15			0		0		0		14:15			45		61		106	
2:30			1		2		3		14:30			48		83		131	
2:45			0	2	0	3	0	5	14:45			87	230	67	271	154	501
3:00			2		3		5		15:00			88		81		169	
3:15			0		1		1		15:15			76		90		166	
3:30			1		0		1		15:30			77		72		149	
3:45			1	4	2	6	3	10	15:45			56	297	92	335	148	632
4:00			1		2		3		16:00			44		82		126	
4:15			4		5		9		16:15			55		69		124	
4:30			2		3		5		16:30			53		99		152	
4:45			4	11	5	15	9	26	16:45			53	205	99	349	152	554
5:00			2		3		5		17:00			53		85		138	
5:15			7		9		16		17:15			38		76		114	
5:30			6		12		18		17:30			50		74		124	
5:45			6	21	14	38	20	59	17:45			49	190	77	312	126	502
6:00			10		18		28		18:00			51		65		116	
6:15			19		22		41		18:15			54		65		119	
6:30			12		28		40		18:30			43		69		112	
6:45			22	63	36	104	58	167	18:45			57	205	80	279	137	484
7:00			16		42		58		19:00			46		68		114	
7:15			14		57		71		19:15			47		69		116	
7:30			28		75		103		19:30			41		48		89	
7:45			36	94	111	285	147	379	19:45			50	184	50	235	100	419
8:00			54		90		144		20:00			31		56		87	
8:15			47		83		130		20:15			35		43		78	
8:30			29		74		103		20:30			25		40		65	
8:45			36	166	61	308	97	474	20:45			31	122	33	172	64	294
9:00			54		69		123		21:00			26		29		55	
9:15			49		66		115		21:15			27		26		53	
9:30			53		56		109		21:30			17		25		42	
9:45			42	198	52	243	94	441	21:45			14	84	29	109	43	193
10:00			39		63		102		22:00			9		14		23	
10:15			45		50		95		22:15			10		17		27	
10:30			30		53		83		22:30			9		14		23	
10:45			49	163	55	221	104	384	22:45			2	30	5	50	7	80
11:00			56		59		115		23:00			4		9		13	
11:15			39		66		105		23:15			4		3		7	
11:30			42		54		96		23:30			2		4		6	
11:45			52	189	53	232	105	421	23:45			3	13	4	20	7	33
TOTALS				926		1476		**2402**	**TOTALS**				2023		2644		**4667**
SPLIT %				38.6%		61.4%		**34.0%**	**SPLIT %**				43.3%		56.7%		**66.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,949	4,120	7,069

AM Peak Hour			11:45	7:30	**7:30**	**PM Peak Hour**			14:45	16:30	**14:45**
AM Pk Volume			238	359	**524**	**PM Pk Volume**			328	359	**638**
Pk Hr Factor			0.850	0.809	**0.891**	**Pk Hr Factor**			0.932	0.907	**0.944**
7 - 9 Volume	0	0	260	593	**853**	**4 - 6 Volume**	0	0	395	661	**1056**
7 - 9 Peak Hour			7:45	7:30	**7:30**	**4 - 6 Peak Hour**			16:15	16:30	**16:15**
7 - 9 Pk Volume	0	0	166	359	**524**	**4 - 6 Pk Volume**	0	0	214	359	**566**
Pk Hr Factor	0.000	0.000	0.769	0.809	**0.891**	**Pk Hr Factor**	0.000	0.000	0.973	0.907	**0.931**

Prepared by National Data & Surveying Services

VOLUME

Herondo St Bet. Harbor Dr & Pacific Coast Hwy

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,356	3,655	9,011

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			8		9		17		12:00			95		68		163	
0:15			6		8		14		12:15			72		46		118	
0:30			7		5		12		12:30			71		51		122	
0:45			5	26	12	34	17	60	12:45			105	343	55	220	160	563
1:00			3		8		11		13:00			89		56		145	
1:15			3		5		8		13:15			81		59		140	
1:30			4		1		5		13:30			55		57		112	
1:45			0	10	4	18	4	28	13:45			92	317	63	235	155	552
2:00			3		3		6		14:00			65		60		125	
2:15			0		1		1		14:15			76		66		142	
2:30			1		3		4		14:30			112		64		176	
2:45			3	7	1	8	4	15	14:45			89	342	49	239	138	581
3:00			3		2		5		15:00			87		57		144	
3:15			4		2		6		15:15			84		53		137	
3:30			3		3		6		15:30			91		61		152	
3:45			3	13	1	8	4	21	15:45			109	371	60	231	169	602
4:00			4		4		8		16:00			87		85		172	
4:15			5		5		10		16:15			93		69		162	
4:30			9		7		16		16:30			96		74		170	
4:45			7	25	5	21	12	46	16:45			110	386	61	289	171	675
5:00			6		7		13		17:00			106		76		182	
5:15			11		6		17		17:15			106		73		179	
5:30			29		6		35		17:30			112		63		175	
5:45			25	71	9	28	34	99	17:45			120	444	72	284	192	728
6:00			16		17		33		18:00			120		66		186	
6:15			33		15		48		18:15			102		73		175	
6:30			32		28		60		18:30			127		75		202	
6:45			45	126	29	89	74	215	18:45			85	434	74	288	159	722
7:00			42		30		72		19:00			79		62		141	
7:15			65		27		92		19:15			77		93		170	
7:30			77		41		118		19:30			70		64		134	
7:45			82	266	45	143	127	409	19:45			75	301	59	278	134	579
8:00			98		43		141		20:00			65		55		120	
8:15			110		45		155		20:15			47		57		104	
8:30			107		41		148		20:30			31		54		85	
8:45			95	410	43	172	138	582	20:45			35	178	40	206	75	384
9:00			99		58		157		21:00			34		27		61	
9:15			96		50		146		21:15			31		34		65	
9:30			81		47		128		21:30			35		40		75	
9:45			95	371	36	191	131	562	21:45			21	121	36	137	57	258
10:00			88		47		135		22:00			21		29		50	
10:15			88		38		126		22:15			12		23		35	
10:30			69		44		113		22:30			15		15		30	
10:45			79	324	49	178	128	502	22:45			16	64	19	86	35	150
11:00			86		51		137		23:00			15		10		25	
11:15			80		52		132		23:15			9		12		21	
11:30			97		54		151		23:30			4		19		23	
11:45			98	361	60	217	158	578	23:45			17	45	14	55	31	100
TOTALS				2010		1107		**3117**	**TOTALS**				3346		2548		**5894**
SPLIT %				64.5%		35.5%		**34.6%**	**SPLIT %**				56.8%		43.2%		**65.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,356	3,655	9,011

AM Peak Hour			8:15	11:15	**11:15**	**PM Peak Hour**			17:45	18:30	**17:45**
AM Pk Volume			411	234	**604**	**PM Pk Volume**			469	304	**755**
Pk Hr Factor			0.934	0.860	**0.926**	**Pk Hr Factor**			0.923	0.817	**0.934**
7 - 9 Volume	0	0	676	315	**991**	**4 - 6 Volume**	0	0	830	573	**1403**
7 - 9 Peak Hour			8:00	7:30	**8:00**	**4 - 6 Peak Hour**			17:00	16:00	**17:00**
7 - 9 Pk Volume	0	0	410	174	**582**	**4 - 6 Pk Volume**	0	0	444	289	**728**
Pk Hr Factor	0.000	0.000	0.932	0.967	**0.939**	**Pk Hr Factor**	0.000	0.000	0.925	0.850	**0.948**

Prepared by National Data & Surveying Services

VOLUME

Torrance Blvd Bet. Pacific Coast Hwy & East City Limit

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,016	8,813	17,829

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			27		8		35		12:00			142		160		302	
0:15			16		15		31		12:15			131		154		285	
0:30			18		16		34		12:30			148		150		298	
0:45			16	77	6	45	22	122	12:45			140	561	123	587	263	1148
1:00			12		11		23		13:00			142		121		263	
1:15			14		4		18		13:15			159		145		304	
1:30			8		5		13		13:30			148		148		296	
1:45			6	40	3	23	9	63	13:45			141	590	129	543	270	1133
2:00			6		3		9		14:00			155		140		295	
2:15			8		5		13		14:15			151		147		298	
2:30			6		7		13		14:30			144		135		279	
2:45			6	26	6	21	12	47	14:45			155	605	117	539	272	1144
3:00			3		8		11		15:00			172		169		341	
3:15			10		7		17		15:15			144		136		280	
3:30			8		2		10		15:30			141		148		289	
3:45			2	23	4	21	6	44	15:45			177	634	144	597	321	1231
4:00			2		4		6		16:00			170		132		302	
4:15			4		13		17		16:15			162		140		302	
4:30			9		15		24		16:30			178		148		326	
4:45			9	24	9	41	18	65	16:45			160	670	171	591	331	1261
5:00			11		13		24		17:00			210		174		384	
5:15			18		17		35		17:15			165		150		315	
5:30			18		35		53		17:30			172		146		318	
5:45			25	72	30	95	55	167	17:45			154	701	166	636	320	1337
6:00			44		27		71		18:00			127		148		275	
6:15			47		54		101		18:15			164		171		335	
6:30			67		80		147		18:30			159		160		319	
6:45			51	209	93	254	144	463	18:45			138	588	142	621	280	1209
7:00			70		83		153		19:00			146		145		291	
7:15			103		119		222		19:15			137		121		258	
7:30			137		122		259		19:30			157		109		266	
7:45			148	458	219	543	367	1001	19:45			125	565	118	493	243	1058
8:00			114		144		258		20:00			134		104		238	
8:15			120		142		262		20:15			123		101		224	
8:30			128		151		279		20:30			109		97		206	
8:45			150	512	143	580	293	1092	20:45			95	461	70	372	165	833
9:00			111		167		278		21:00			96		89		185	
9:15			124		158		282		21:15			106		69		175	
9:30			118		149		267		21:30			75		43		118	
9:45			140	493	176	650	316	1143	21:45			60	337	41	242	101	579
10:00			109		122		231		22:00			68		40		108	
10:15			122		114		236		22:15			53		28		81	
10:30			108		131		239		22:30			42		45		87	
10:45			123	462	140	507	263	969	22:45			57	220	31	144	88	364
11:00			132		139		271		23:00			46		28		74	
11:15			137		135		272		23:15			41		29		70	
11:30			145		160		305		23:30			25		21		46	
11:45			140	554	146	580	286	1134	23:45			22	134	10	88	32	222
TOTALS				2950		3360		**6310**	**TOTALS**				6066		5453		**11519**
SPLIT %				46.8%		53.2%		**35.4%**	**SPLIT %**				52.7%		47.3%		**64.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,016	8,813	17,829

AM Peak Hour			11:15	7:45	**11:30**	**PM Peak Hour**			16:30	17:45	**16:30**
AM Pk Volume			564	656	**1178**	**PM Pk Volume**			713	645	**1356**
Pk Hr Factor			0.972	0.749	**0.966**	**Pk Hr Factor**			0.849	0.943	**0.883**
7 - 9 Volume	0	0	970	1123	**2093**	**4 - 6 Volume**	0	0	1371	1227	**2598**
7 - 9 Peak Hour			7:30	7:45	**7:45**	**4 - 6 Peak Hour**			16:30	16:30	**16:30**
7 - 9 Pk Volume	0	0	519	656	**1166**	**4 - 6 Pk Volume**	0	0	713	643	**1356**
Pk Hr Factor	0.000	0.000	0.877	0.749	**0.794**	**Pk Hr Factor**	0.000	0.000	0.849	0.924	**0.883**

Prepared by National Data & Surveying Services

VOLUME

Beryl St Bet. Harbor Dr & Pacific Coast Hwy

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,761	2,331	5,092

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			2		0		2		12:00			46		38		84	
0:15			3		0		3		12:15			50		45		95	
0:30			6		0		6		12:30			45		44		89	
0:45			2	13	4	4	6	17	12:45			54	195	50	177	104	372
1:00			1		3		4		13:00			65		39		104	
1:15			1		1		2		13:15			49		42		91	
1:30			1		0		1		13:30			51		47		98	
1:45			1	4	0	4	1	8	13:45			48	213	47	175	95	388
2:00			0		1		1		14:00			54		45		99	
2:15			1		0		1		14:15			55		43		98	
2:30			0		1		1		14:30			55		34		89	
2:45			0	1	1	3	1	4	14:45			44	208	34	156	78	364
3:00			1		0		1		15:00			45		46		91	
3:15			0		1		1		15:15			47		40		87	
3:30			1		0		1		15:30			54		47		101	
3:45			2	4	1	2	3	6	15:45			39	185	48	181	87	366
4:00			2		1		3		16:00			58		37		95	
4:15			2		0		2		16:15			50		46		96	
4:30			2		2		4		16:30			59		35		94	
4:45			2	8	2	5	4	13	16:45			45	212	44	162	89	374
5:00			1		2		3		17:00			64		57		121	
5:15			2		5		7		17:15			49		53		102	
5:30			4		6		10		17:30			44		59		103	
5:45			3	10	6	19	9	29	17:45			51	208	48	217	99	425
6:00			7		5		12		18:00			42		42		84	
6:15			16		14		30		18:15			62		48		110	
6:30			12		13		25		18:30			54		44		98	
6:45			8	43	13	45	21	88	18:45			72	230	55	189	127	419
7:00			16		16		32		19:00			56		30		86	
7:15			23		19		42		19:15			51		30		81	
7:30			30		17		47		19:30			67		34		101	
7:45			31	100	27	79	58	179	19:45			53	227	28	122	81	349
8:00			34		43		77		20:00			25		27		52	
8:15			29		38		67		20:15			41		22		63	
8:30			26		34		60		20:30			27		18		45	
8:45			28	117	45	160	73	277	20:45			27	120	22	89	49	209
9:00			35		27		62		21:00			27		18		45	
9:15			27		34		61		21:15			16		7		23	
9:30			49		34		83		21:30			21		12		33	
9:45			41	152	35	130	76	282	21:45			21	85	17	54	38	139
10:00			42		35		77		22:00			18		8		26	
10:15			39		38		77		22:15			13		7		20	
10:30			41		29		70		22:30			17		3		20	
10:45			34	156	45	147	79	303	22:45			7	55	4	22	11	77
11:00			33		35		68		23:00			10		6		16	
11:15			49		40		89		23:15			9		2		11	
11:30			65		48		113		23:30			3		4		7	
11:45			40	187	52	175	92	362	23:45			6	28	2	14	8	42
TOTALS				795		773		**1568**	**TOTALS**				1966		1558		**3524**
SPLIT %				50.7%		49.3%		**30.8%**	**SPLIT %**				55.8%		44.2%		**69.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,761	2,331	5,092

AM Peak Hour			11:30	11:30	**11:30**	**PM Peak Hour**			18:45	17:00	**17:00**
AM Pk Volume			201	183	**384**	**PM Pk Volume**			246	217	**425**
Pk Hr Factor			0.773	0.880	**0.850**	**Pk Hr Factor**			0.854	0.919	**0.878**
7 - 9 Volume	0	0	217	239	**456**	**4 - 6 Volume**	0	0	420	379	**799**
7 - 9 Peak Hour			7:30	8:00	**8:00**	**4 - 6 Peak Hour**			16:15	17:00	**17:00**
7 - 9 Pk Volume	0	0	124	160	**277**	**4 - 6 Pk Volume**	0	0	218	217	**425**
Pk Hr Factor	0.000	0.000	0.912	0.889	**0.899**	**Pk Hr Factor**	0.000	0.000	0.852	0.919	**0.878**

Prepared by National Data & Surveying Services

VOLUME

Beryl St Bet. Pacific Coast Hwy & Flagler Ln

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,264	3,670	6,934

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			2		2		4		12:00			66		80		146	
0:15			1		2		3		12:15			50		72		122	
0:30			0		2		2		12:30			69		56		125	
0:45			1	4	1	7	2	11	12:45			38	223	61	269	99	492
1:00			0		1		1		13:00			67		75		142	
1:15			1		1		2		13:15			44		55		99	
1:30			1		1		2		13:30			79		62		141	
1:45			0	2	2	5	2	7	13:45			92	282	59	251	151	533
2:00			0		2		2		14:00			50		57		107	
2:15			1		0		1		14:15			45		88		133	
2:30			1		2		3		14:30			118		103		221	
2:45			0	2	3	7	3	9	14:45			87	300	89	337	176	637
3:00			3		0		3		15:00			70		59		129	
3:15			2		1		3		15:15			64		66		130	
3:30			3		2		5		15:30			69		60		129	
3:45			3	11	6	9	9	20	15:45			48	251	70	255	118	506
4:00			5		4		9		16:00			64		77		141	
4:15			4		4		8		16:15			76		69		145	
4:30			6		4		10		16:30			53		79		132	
4:45			4	19	10	22	14	41	16:45			48	241	57	282	105	523
5:00			8		12		20		17:00			56		70		126	
5:15			11		13		24		17:15			69		59		128	
5:30			24		15		39		17:30			59		55		114	
5:45			17	60	23	63	40	123	17:45			46	230	52	236	98	466
6:00			44		57		101		18:00			53		49		102	
6:15			33		49		82		18:15			41		49		90	
6:30			39		43		82		18:30			50		57		107	
6:45			56	172	64	213	120	385	18:45			50	194	49	204	99	398
7:00			92		112		204		19:00			21		36		57	
7:15			120		154		274		19:15			34		34		68	
7:30			68		83		151		19:30			36		23		59	
7:45			37	317	73	422	110	739	19:45			20	111	29	122	49	233
8:00			39		58		97		20:00			23		21		44	
8:15			39		40		79		20:15			23		24		47	
8:30			42		46		88		20:30			14		21		35	
8:45			36	156	40	184	76	340	20:45			9	69	15	81	24	150
9:00			37		52		89		21:00			14		12		26	
9:15			53		46		99		21:15			10		14		24	
9:30			41		36		77		21:30			12		17		29	
9:45			33	164	52	186	85	350	21:45			11	47	5	48	16	95
10:00			47		46		93		22:00			6		5		11	
10:15			43		43		86		22:15			3		3		6	
10:30			58		49		107		22:30			2		2		4	
10:45			41	189	57	195	98	384	22:45			6	17	8	18	14	35
11:00			53		56		109		23:00			4		4		8	
11:15			48		51		99		23:15			1		2		3	
11:30			53		66		119		23:30			2		1		3	
11:45			41	195	72	245	113	440	23:45			1	8	2	9	3	17
TOTALS				1291		1558		**2849**	**TOTALS**				1973		2112		**4085**
SPLIT %				45.3%		54.7%		**41.1%**	**SPLIT %**				48.3%		51.7%		**58.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,264	3,670	6,934

AM Peak Hour			6:45	7:00	**6:45**	**PM Peak Hour**			14:30	14:15	**14:15**
AM Pk Volume			336	422	**749**	**PM Pk Volume**			339	339	**659**
Pk Hr Factor			0.700	0.685	**0.683**	**Pk Hr Factor**			0.718	0.823	**0.745**
7 - 9 Volume	0	0	473	606	**1079**	**4 - 6 Volume**	0	0	471	518	**989**
7 - 9 Peak Hour			7:00	7:00	**7:00**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	317	422	**739**	**4 - 6 Pk Volume**	0	0	241	282	**523**
Pk Hr Factor	0.000	0.000	0.660	0.685	**0.674**	**Pk Hr Factor**	0.000	0.000	0.793	0.892	**0.902**

Prepared by National Data & Surveying Services

VOLUME

Emerald St Bet. Catalina Ave & Prospect Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,297	1,015	2,312

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			1		1		2		12:00			21		11		32	
0:15			0		1		1		12:15			18		11		29	
0:30			0		1		1		12:30			25		16		41	
0:45			1	2	0	3	1	5	12:45			23	87	13	51	36	138
1:00			4		2		6		13:00			20		9		29	
1:15			1		0		1		13:15			13		17		30	
1:30			0		1		1		13:30			20		13		33	
1:45			1	6	0	3	1	9	13:45			15	68	12	51	27	119
2:00			1		0		1		14:00			18		14		32	
2:15			0		0		0		14:15			15		9		24	
2:30			0		2		2		14:30			36		14		50	
2:45			0	1	0	2	0	3	14:45			30	99	16	53	46	152
3:00			3		0		3		15:00			33		53		86	
3:15			1		1		2		15:15			29		17		46	
3:30			0		0		0		15:30			31		26		57	
3:45			1	5	0	1	1	6	15:45			38	131	21	117	59	248
4:00			0		1		1		16:00			23		15		38	
4:15			0		0		0		16:15			27		14		41	
4:30			0		1		1		16:30			27		25		52	
4:45			0		0	2	0	2	16:45			23	100	16	70	39	170
5:00			1		2		3		17:00			25		17		42	
5:15			2		0		2		17:15			29		21		50	
5:30			2		5		7		17:30			27		14		41	
5:45			0	5	9	16	9	21	17:45			32	113	7	59	39	172
6:00			4		4		8		18:00			31		12		43	
6:15			2		5		7		18:15			25		19		44	
6:30			5		5		10		18:30			23		16		39	
6:45			9	20	9	23	18	43	18:45			21	100	23	70	44	170
7:00			13		13		26		19:00			19		16		35	
7:15			7		18		25		19:15			17		10		27	
7:30			42		31		73		19:30			19		5		24	
7:45			34	96	54	116	88	212	19:45			13	68	11	42	24	110
8:00			17		24		41		20:00			11		8		19	
8:15			10		19		29		20:15			12		10		22	
8:30			22		20		42		20:30			11		11		22	
8:45			21	70	25	88	46	158	20:45			14	48	3	32	17	80
9:00			13		16		29		21:00			17		5		22	
9:15			19		13		32		21:15			10		3		13	
9:30			15		15		30		21:30			19		3		22	
9:45			13	60	16	60	29	120	21:45			15	61	4	15	19	76
10:00			15		17		32		22:00			5		4		9	
10:15			12		12		24		22:15			1		4		5	
10:30			16		21		37		22:30			7		1		8	
10:45			20	63	20	70	40	133	22:45			1	14	3	12	4	26
11:00			14		16		30		23:00			0		1		1	
11:15			14		11		25		23:15			4		2		6	
11:30			17		10		27		23:30			3		1		4	
11:45			26	71	18	55	44	126	23:45			2	9	0	4	2	13
TOTALS				399		439		**838**	**TOTALS**				898		576		**1474**
SPLIT %				47.6%		52.4%		**36.2%**	**SPLIT %**				60.9%		39.1%		**63.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,297	1,015	2,312

AM Peak Hour			7:30	7:30	**7:30**		**PM Peak Hour**			15:00	15:00	**15:00**
AM Pk Volume			103	128	**231**		**PM Pk Volume**			131	117	**248**
Pk Hr Factor			0.613	0.593	**0.656**		**Pk Hr Factor**			0.862	0.552	**0.721**
7 - 9 Volume	0	0	166	204	**370**		**4 - 6 Volume**	0	0	213	129	**342**
7 - 9 Peak Hour			7:30	7:30	**7:30**		**4 - 6 Peak Hour**			17:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	103	128	**231**		**4 - 6 Pk Volume**	0	0	113	79	**183**
Pk Hr Factor	0.000	0.000	0.613	0.593	**0.656**		**Pk Hr Factor**	0.000	0.000	0.883	0.790	**0.880**

Prepared by National Data & Surveying Services

VOLUME

Del Amo St Bet. Diamond St & Prospect Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,000	2,945	5,945

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			2		2		4		12:00			32		55		87	
0:15			1		1		2		12:15			36		25		61	
0:30			1		0		1		12:30			36		49		85	
0:45			0	4	2	5	2	9	12:45			38	142	53	182	91	324
1:00			0		1		1		13:00			86		42		128	
1:15			0		0		0		13:15			45		41		86	
1:30			0		3		3		13:30			61		40		101	
1:45			2	2	1	5	3	7	13:45			45	237	31	154	76	391
2:00			0		1		1		14:00			38		43		81	
2:15			0		0		0		14:15			32		40		72	
2:30			0		3		3		14:30			60		44		104	
2:45			0		0	4	0	4	14:45			65	195	57	184	122	379
3:00			0		0		0		15:00			33		74		107	
3:15			1		0		1		15:15			38		80		118	
3:30			1		1		2		15:30			99		64		163	
3:45			4	6	1	2	5	8	15:45			90	260	72	290	162	550
4:00			2		1		3		16:00			77		55		132	
4:15			1		2		3		16:15			65		50		115	
4:30			2		3		5		16:30			45		34		79	
4:45			3	8	4	10	7	18	16:45			66	253	60	199	126	452
5:00			3		2		5		17:00			60		56		116	
5:15			1		3		4		17:15			47		49		96	
5:30			6		6		12		17:30			67		67		134	
5:45			9	19	5	16	14	35	17:45			75	249	84	256	159	505
6:00			7		7		14		18:00			55		63		118	
6:15			15		9		24		18:15			36		35		71	
6:30			18		12		30		18:30			39		51		90	
6:45			35	75	71	99	106	174	18:45			59	189	58	207	117	396
7:00			100		82		182		19:00			31		56		87	
7:15			36		31		67		19:15			35		67		102	
7:30			51		41		92		19:30			95		46		141	
7:45			69	256	103	257	172	513	19:45			42	203	24	193	66	396
8:00			85		129		214		20:00			22		26		48	
8:15			123		94		217		20:15			26		33		59	
8:30			41		39		80		20:30			14		28		42	
8:45			37	286	29	291	66	577	20:45			38	100	32	119	70	219
9:00			27		31		58		21:00			61		23		84	
9:15			29		19		48		21:15			39		22		61	
9:30			30		20		50		21:30			20		16		36	
9:45			33	119	33	103	66	222	21:45			13	133	9	70	22	203
10:00			19		35		54		22:00			11		6		17	
10:15			32		25		57		22:15			2		5		7	
10:30			30		32		62		22:30			4		5		9	
10:45			35	116	29	121	64	237	22:45			3	20	2	18	5	38
11:00			24		36		60		23:00			7		6		13	
11:15			38		27		65		23:15			6		5		11	
11:30			17		43		60		23:30			2		2		4	
11:45			33	112	36	142	69	254	23:45			1	16	5	18	6	34
TOTALS				1003		1055		**2058**	**TOTALS**				1997		1890		**3887**
SPLIT %				48.7%		51.3%		**34.6%**	**SPLIT %**				51.4%		48.6%		**65.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,000	2,945	5,945

AM Peak Hour			7:30	7:30	**7:30**		**PM Peak Hour**			15:30	15:00	**15:15**				
AM Pk Volume			328	367	**695**		**PM Pk Volume**			331	290	**575**				
Pk Hr Factor			0.667	0.711	**0.801**		**Pk Hr Factor**			0.836	0.906	**0.882**				
7 - 9 Volume	0	0	542	548	**1090**		**4 - 6 Volume**	0	0	502	455	**957**				
7 - 9 Peak Hour			7:30	7:30	**7:30**		**4 - 6 Peak Hour**			16:00	17:00	**17:00**				
7 - 9 Pk Volume	0	0	328	367	**695**		**4 - 6 Pk Volume**	0	0	253	256	**505**				
Pk Hr Factor	0.000	0.000	0.667	0.711	**0.801**		**Pk Hr Factor**	0.000	0.000	0.821	0.762	**0.794**				

Prepared by National Data & Surveying Services

VOLUME

Anita St/190th St Bet. Pacific Coast Hwy & Inglewood Ave

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,966	9,218	18,184

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			16		12		28		12:00			125		147		272	
0:15			19		9		28		12:15			124		115		239	
0:30			12		7		19		12:30			138		139		277	
0:45			12	59	6	34	18	93	12:45			127	514	138	539	265	1053
1:00			11		9		20		13:00			147		148		295	
1:15			8		3		11		13:15			138		125		263	
1:30			13		7		20		13:30			147		150		297	
1:45			9	41	5	24	14	65	13:45			152	584	123	546	275	1130
2:00			3		3		6		14:00			132		125		257	
2:15			5		3		8		14:15			133		143		276	
2:30			4		2		6		14:30			177		150		327	
2:45			1	13	4	12	5	25	14:45			155	597	159	577	314	1174
3:00			2		3		5		15:00			145		177		322	
3:15			5		3		8		15:15			176		183		359	
3:30			1		6		7		15:30			172		143		315	
3:45			7	15	4	16	11	31	15:45			191	684	160	663	351	1347
4:00			9		1		10		16:00			187		177		364	
4:15			8		4		12		16:15			160		153		313	
4:30			10		19		29		16:30			171		170		341	
4:45			11	38	24	48	35	86	16:45			160	678	160	660	320	1338
5:00			22		19		41		17:00			182		169		351	
5:15			39		24		63		17:15			163		177		340	
5:30			41		44		85		17:30			164		207		371	
5:45			30	132	49	136	79	268	17:45			166	675	167	720	333	1395
6:00			54		42		96		18:00			166		179		345	
6:15			47		70		117		18:15			142		151		293	
6:30			74		81		155		18:30			162		148		310	
6:45			89	264	97	290	186	554	18:45			135	605	170	648	305	1253
7:00			80		150		230		19:00			137		138		275	
7:15			118		141		259		19:15			145		123		268	
7:30			121		161		282		19:30			126		107		233	
7:45			143	462	213	665	356	1127	19:45			117	525	102	470	219	995
8:00			173		216		389		20:00			119		93		212	
8:15			165		227		392		20:15			110		82		192	
8:30			149		169		318		20:30			106		86		192	
8:45			140	627	161	773	301	1400	20:45			105	440	74	335	179	775
9:00			153		151		304		21:00			74		62		136	
9:15			117		151		268		21:15			72		55		127	
9:30			146		163		309		21:30			70		55		125	
9:45			98	514	152	617	250	1131	21:45			42	258	38	210	80	468
10:00			117		141		258		22:00			56		41		97	
10:15			90		138		228		22:15			43		30		73	
10:30			132		119		251		22:30			39		32		71	
10:45			134	473	138	536	272	1009	22:45			30	168	29	132	59	300
11:00			115		141		256		23:00			33		22		55	
11:15			125		115		240		23:15			24		16		40	
11:30			121		128		249		23:30			24		15		39	
11:45			131	492	119	503	250	995	23:45			27	108	11	64	38	172
TOTALS				3130		3654		**6784**	**TOTALS**				5836		5564		**11400**
SPLIT %				46.1%		53.9%		**37.3%**	**SPLIT %**				51.2%		48.8%		**62.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,966	9,218	18,184

AM Peak Hour			7:45	7:45	**7:45**	**PM Peak Hour**			15:15	17:15	**17:00**
AM Pk Volume			630	825	**1455**	**PM Pk Volume**			726	730	**1395**
Pk Hr Factor			0.910	0.909	**0.928**	**Pk Hr Factor**			0.950	0.882	**0.940**
7 - 9 Volume	0	0	1089	1438	**2527**	**4 - 6 Volume**	0	0	1353	1380	**2733**
7 - 9 Peak Hour			7:45	7:45	**7:45**	**4 - 6 Peak Hour**			16:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	630	825	**1455**	**4 - 6 Pk Volume**	0	0	678	720	**1395**
Pk Hr Factor	0.000	0.000	0.910	0.909	**0.928**	**Pk Hr Factor**	0.000	0.000	0.906	0.870	**0.940**

Prepared by National Data & Surveying Services

VOLUME

Anita St/190th St Bet. Inglewood Ave & Hawthorne Blvd

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,793	12,536	26,329

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			17		20		37		12:00			207		153		360	
0:15			28		10		38		12:15			186		192		378	
0:30			24		11		35		12:30			207		172		379	
0:45			11	80	18	59	29	139	12:45			202	802	161	678	363	1480
1:00			17		16		33		13:00			213		178		391	
1:15			12		4		16		13:15			217		187		404	
1:30			16		7		23		13:30			219		212		431	
1:45			15	60	11	38	26	98	13:45			220	869	163	740	383	1609
2:00			8		3		11		14:00			205		178		383	
2:15			10		9		19		14:15			189		189		378	
2:30			4		7		11		14:30			264		232		496	
2:45			8	30	13	32	21	62	14:45			263	921	254	853	517	1774
3:00			6		7		13		15:00			230		254		484	
3:15			9		7		16		15:15			257		193		450	
3:30			11		5		16		15:30			264		227		491	
3:45			9	35	5	24	14	59	15:45			265	1016	228	902	493	1918
4:00			18		8		26		16:00			283		261		544	
4:15			16		5		21		16:15			283		242		525	
4:30			19		23		42		16:30			294		217		511	
4:45			29	82	30	66	59	148	16:45			250	1110	268	988	518	2098
5:00			28		24		52		17:00			248		230		478	
5:15			57		29		86		17:15			268		297		565	
5:30			83		43		126		17:30			276		251		527	
5:45			54	222	42	138	96	360	17:45			233	1025	227	1005	460	2030
6:00			83		48		131		18:00			231		226		457	
6:15			103		91		194		18:15			239		258		497	
6:30			119		75		194		18:30			238		229		467	
6:45			173	478	138	352	311	830	18:45			207	915	182	895	389	1810
7:00			152		153		305		19:00			191		143		334	
7:15			211		179		390		19:15			204		197		401	
7:30			210		256		466		19:30			195		167		362	
7:45			212	785	277	865	489	1650	19:45			185	775	144	651	329	1426
8:00			233		243		476		20:00			144		147		291	
8:15			268		257		525		20:15			142		141		283	
8:30			255		249		504		20:30			123		110		233	
8:45			252	1008	264	1013	516	2021	20:45			113	522	90	488	203	1010
9:00			233		225		458		21:00			95		82		177	
9:15			230		191		421		21:15			81		81		162	
9:30			236		181		417		21:30			81		72		153	
9:45			191	890	197	794	388	1684	21:45			66	323	72	307	138	630
10:00			208		181		389		22:00			70		72		142	
10:15			158		148		306		22:15			67		41		108	
10:30			186		163		349		22:30			51		49		100	
10:45			142	694	173	665	315	1359	22:45			33	221	33	195	66	416
11:00			192		175		367		23:00			48		29		77	
11:15			188		187		375		23:15			33		17		50	
11:30			212		185		397		23:30			33		26		59	
11:45			192	784	148	695	340	1479	23:45			32	146	21	93	53	239
TOTALS				5148		4741		**9889**	**TOTALS**				8645		7795		**16440**
SPLIT %				52.1%		47.9%		**37.6%**	**SPLIT %**				52.6%		47.4%		**62.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,793	12,536	26,329

AM Peak Hour			8:00	7:30	**8:00**	**PM Peak Hour**			15:45	16:45	**16:00**
AM Pk Volume			1008	1033	**2021**	**PM Pk Volume**			1125	1046	**2098**
Pk Hr Factor			0.940	0.932	**0.962**	**Pk Hr Factor**			0.957	0.880	**0.964**
7 - 9 Volume	0	0	1793	1878	**3671**	**4 - 6 Volume**	0	0	2135	1993	**4128**
7 - 9 Peak Hour			8:00	7:30	**8:00**	**4 - 6 Peak Hour**			16:00	16:45	**16:00**
7 - 9 Pk Volume	0	0	1008	1033	**2021**	**4 - 6 Pk Volume**	0	0	1110	1046	**2098**
Pk Hr Factor	0.000	0.000	0.940	0.932	**0.962**	**Pk Hr Factor**	0.000	0.000	0.944	0.880	**0.964**

Prepared by National Data & Surveying Services

VOLUME

Beland Blvd Bet. Phelan Ln & Inglewood Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_010

DAILY TOTALS	NB	SB	EB	WB	Total
	894	1,324	0	0	2,218

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	2		3						5		12:00	13		23						36	
0:15	2		2						4		12:15	18		23						41	
0:30	0		4						4		12:30	14		28						42	
0:45	1	5	4	13					5	18	12:45	16	61	17	91					33	152
1:00	0		3						3		13:00	18		25						43	
1:15	1		0						1		13:15	23		23						46	
1:30	0		2						2		13:30	10		21						31	
1:45	1	2	0	5					1	7	13:45	9	60	15	84					24	144
2:00	1		1						2		14:00	8		20						28	
2:15	0		1						1		14:15	7		11						18	
2:30	1		2						3		14:30	10		17						27	
2:45	1	3	0	4					1	7	14:45	19	44	21	69					40	113
3:00	1		1						2		15:00	15		22						37	
3:15	1		2						3		15:15	19		19						38	
3:30	0		1						1		15:30	14		30						44	
3:45	2	4	0	4					2	8	15:45	14	62	24	95					38	157
4:00	3		3						6		16:00	15		19						34	
4:15	3		1						4		16:15	18		21						39	
4:30	0		0						0		16:30	13		37						50	
4:45	2	8	2	6					4	14	16:45	10	56	25	102					35	158
5:00	3		2						5		17:00	12		14						26	
5:15	2		0						2		17:15	16		34						50	
5:30	5		0						5		17:30	17		17						34	
5:45	7	17	3	5					10	22	17:45	12	57	17	82					29	139
6:00	12		5						17		18:00	14		18						32	
6:15	12		6						18		18:15	14		18						32	
6:30	6		7						13		18:30	13		28						41	
6:45	14	44	8	26					22	70	18:45	9	50	17	81					26	131
7:00	12		13						25		19:00	12		29						41	
7:15	8		16						24		19:15	10		28						38	
7:30	18		21						39		19:30	8		20						28	
7:45	24	62	37	87					61	149	19:45	10	40	13	90					23	130
8:00	32		31						63		20:00	9		19						28	
8:15	19		17						36		20:15	8		30						38	
8:30	26		19						45		20:30	3		25						28	
8:45	12	89	17	84					29	173	20:45	3	23	7	81					10	104
9:00	14		20						34		21:00	6		9						15	
9:15	18		17						35		21:15	3		11						14	
9:30	22		20						42		21:30	3		9						12	
9:45	13	67	13	70					26	137	21:45	4	16	13	42					17	58
10:00	17		21						38		22:00	4		14						18	
10:15	13		12						25		22:15	2		10						12	
10:30	17		22						39		22:30	1		7						8	
10:45	8	55	14	69					22	124	22:45	1	8	6	37					7	45
11:00	21		23						44		23:00	2		6						8	
11:15	13		20						33		23:15	0		2						2	
11:30	14		23						37		23:30	0		1						1	
11:45	11	59	20	86					31	145	23:45	0	2	2	11					2	13
TOTALS		415		459						**874**	**TOTALS**		479		865						**1344**
SPLIT %		47.5%		52.5%						**39.4%**	**SPLIT %**		35.6%		64.4%						**60.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	894	1,324	0	0	2,218

AM Peak Hour	7:45	7:30			**7:45**	**PM Peak Hour**	12:30	16:30			**12:30**
AM Pk Volume	101	106			**205**	**PM Pk Volume**	71	110			**164**
Pk Hr Factor	0.789	0.716			**0.813**	**Pk Hr Factor**	0.772	0.743			**0.891**
7 - 9 Volume	151	171	0	0	**322**	**4 - 6 Volume**	113	184	0	0	**297**
7 - 9 Peak Hour	7:45	7:30			**7:45**	**4 - 6 Peak Hour**	17:00	16:30			**16:30**
7 - 9 Pk Volume	101	106	0	0	**205**	**4 - 6 Pk Volume**	57	110	0	0	**161**
Pk Hr Factor	0.789	0.716	0.000	0.000	**0.813**	**Pk Hr Factor**	0.838	0.743	0.000	0.000	**0.805**

Prepared by National Data & Surveying Services

VOLUME

Inglewood Ave Bet. 190th St & Grant Ave

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_011

DAILY TOTALS	NB	SB	EB	WB	Total
	11,837	12,089	0	0	23,926

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	22		30				52		12:00	153		179				332	
0:15	11		20				31		12:15	170		182				352	
0:30	9		16				25		12:30	192		184				376	
0:45	16	58	20	86			36	144	12:45	152	667	209	754			361	1421
1:00	4		3				7		13:00	195		185				380	
1:15	1		7				8		13:15	176		208				384	
1:30	2		13				15		13:30	172		200				372	
1:45	8	15	7	30			15	45	13:45	175	718	190	783			365	1501
2:00	3		3				6		14:00	170		190				360	
2:15	11		4				15		14:15	185		185				370	
2:30	1		4				5		14:30	223		211				434	
2:45	4	19	7	18			11	37	14:45	212	790	253	839			465	1629
3:00	7		9				16		15:00	186		255				441	
3:15	6		5				11		15:15	221		232				453	
3:30	6		8				14		15:30	221		245				466	
3:45	13	32	8	30			21	62	15:45	267	895	240	972			507	1867
4:00	12		4				16		16:00	229		247				476	
4:15	19		8				27		16:15	237		247				484	
4:30	29		6				35		16:30	257		247				504	
4:45	42	102	14	32			56	134	16:45	220	943	236	977			456	1920
5:00	35		13				48		17:00	217		246				463	
5:15	58		19				77		17:15	263		255				518	
5:30	59		34				93		17:30	245		252				497	
5:45	81	233	59	125			140	358	17:45	223	948	226	979			449	1927
6:00	80		49				129		18:00	179		239				418	
6:15	119		71				190		18:15	193		223				416	
6:30	99		87				186		18:30	158		235				393	
6:45	144	442	112	319			256	761	18:45	165	695	199	896			364	1591
7:00	162		109				271		19:00	130		199				329	
7:15	186		170				356		19:15	158		194				352	
7:30	231		198				429		19:30	137		142				279	
7:45	229	808	220	697			449	1505	19:45	144	569	127	662			271	1231
8:00	242		200				442		20:00	115		141				256	
8:15	223		210				433		20:15	110		113				223	
8:30	216		197				413		20:30	99		96				195	
8:45	207	888	176	783			383	1671	20:45	92	416	117	467			209	883
9:00	206		161				367		21:00	94		94				188	
9:15	199		183				382		21:15	61		92				153	
9:30	182		160				342		21:30	54		91				145	
9:45	165	752	161	665			326	1417	21:45	54	263	71	348			125	611
10:00	188		162				350		22:00	53		55				108	
10:15	156		157				313		22:15	40		57				97	
10:30	169		168				337		22:30	43		43				86	
10:45	170	683	166	653			336	1336	22:45	28	164	40	195			68	359
11:00	169		170				339		23:00	27		47				74	
11:15	160		152				312		23:15	18		30				48	
11:30	156		182				338		23:30	18		27				45	
11:45	178	663	159	663			337	1326	23:45	11	74	12	116			23	190
TOTALS		4695		4101				8796	TOTALS		7142		7988				15130
SPLIT %		53.4%		46.6%				36.8%	SPLIT %		47.2%		52.8%				63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,837	12,089	0	0	23,926

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	15:45	16:45			15:45
AM Pk Volume	925	828			1753	PM Pk Volume	990	989			1971
Pk Hr Factor	0.956	0.941			0.976	Pk Hr Factor	0.927	0.970			0.972
7 - 9 Volume	1696	1480	0	0	3176	4 - 6 Volume	1891	1956	0	0	3847
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	925	828	0	0	1753	4 - 6 Pk Volume	957	989	0	0	1941
Pk Hr Factor	0.956	0.941	0.000	0.000	0.976	Pk Hr Factor	0.910	0.970	0.000	0.000	0.937

Prepared by National Data & Surveying Services

VOLUME

Inglewood Ave Bet. Grant Ave & Artesia Blvd

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_012

DAILY TOTALS	NB	SB	EB	WB	Total
	14,065	14,472	0	0	28,537

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	26		32				58		12:00	158		231				389	
0:15	16		23				39		12:15	188		200				388	
0:30	10		26				36		12:30	195		228				423	
0:45	17	69	21	102			38	171	12:45	164	705	209	868			373	1573
1:00	5		10				15		13:00	218		231				449	
1:15	6		7				13		13:15	226		221				447	
1:30	7		12				19		13:30	178		228				406	
1:45	8	26	11	40			19	66	13:45	172	794	213	893			385	1687
2:00	5		7				12		14:00	184		235				419	
2:15	10		5				15		14:15	206		214				420	
2:30	7		4				11		14:30	217		290				507	
2:45	5	27	9	25			14	52	14:45	230	837	265	1004			495	1841
3:00	7		8				15		15:00	254		265				519	
3:15	11		5				16		15:15	227		269				496	
3:30	10		10				20		15:30	241		309				550	
3:45	19	47	7	30			26	77	15:45	279	1001	236	1079			515	2080
4:00	17		6				23		16:00	297		287				584	
4:15	31		10				41		16:15	246		269				515	
4:30	45		13				58		16:30	296		300				596	
4:45	58	151	15	44			73	195	16:45	243	1082	244	1100			487	2182
5:00	53		18				71		17:00	266		315				581	
5:15	79		23				102		17:15	273		306				579	
5:30	90		38				128		17:30	298		323				621	
5:45	114	336	55	134			169	470	17:45	255	1092	270	1214			525	2306
6:00	106		51				157		18:00	189		293				482	
6:15	165		80				245		18:15	257		241				498	
6:30	169		106				275		18:30	186		275				461	
6:45	172	612	144	381			316	993	18:45	179	811	246	1055			425	1866
7:00	181		138				319		19:00	138		230				368	
7:15	258		184				442		19:15	177		222				399	
7:30	316		269				585		19:30	182		206				388	
7:45	306	1061	270	861			576	1922	19:45	146	643	189	847			335	1490
8:00	327		276				603		20:00	131		179				310	
8:15	278		179				457		20:15	128		159				287	
8:30	247		222				469		20:30	117		159				276	
8:45	265	1117	192	869			457	1986	20:45	103	479	156	653			259	1132
9:00	284		216				500		21:00	120		123				243	
9:15	264		213				477		21:15	76		120				196	
9:30	225		183				408		21:30	71		122				193	
9:45	198	971	203	815			401	1786	21:45	65	332	89	454			154	786
10:00	209		177				386		22:00	70		84				154	
10:15	178		191				369		22:15	44		82				126	
10:30	208		195				403		22:30	53		64				117	
10:45	190	785	181	744			371	1529	22:45	35	202	69	299			104	501
11:00	202		201				403		23:00	44		59				103	
11:15	176		163				339		23:15	24		48				72	
11:30	178		227				405		23:30	18		32				50	
11:45	228	784	186	777			414	1561	23:45	15	101	45	184			60	285
TOTALS		5986		4822				**10808**	**TOTALS**		8079		9650				**17729**
SPLIT %		55.4%		44.6%				**37.9%**	**SPLIT %**		45.6%		54.4%				**62.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	14,065	14,472	0	0	28,537

AM Peak Hour	7:30	7:15				**7:30**	**PM Peak Hour**	15:45	17:00				**17:00**
AM Pk Volume	1227	999				**2221**	**PM Pk Volume**	1118	1214				**2306**
Pk Hr Factor	0.938	0.905				**0.921**	**Pk Hr Factor**	0.941	0.940				**0.928**
7 - 9 Volume	2178	1730	0	0		**3908**	**4 - 6 Volume**	2174	2314	0	0		**4488**
7 - 9 Peak Hour	7:30	7:15				**7:30**	**4 - 6 Peak Hour**	17:00	17:00				**17:00**
7 - 9 Pk Volume	1227	999	0	0		**2221**	**4 - 6 Pk Volume**	1092	1214	0	0		**2306**
Pk Hr Factor	0.938	0.905	0.000	0.000		**0.921**	**Pk Hr Factor**	0.916	0.940	0.000	0.000		**0.928**

Prepared by National Data & Surveying Services

VOLUME

Inglewood Ave Bet. Artesia Blvd & Manhattan Beach Blvd

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_013

DAILY TOTALS	NB	SB	EB	WB	Total
	17,866	16,969	0	0	34,835

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	30		43				73		12:00	265		280				545	
0:15	23		33				56		12:15	255		252				507	
0:30	13		30				43		12:30	281		266				547	
0:45	17	83	29	135			46	218	12:45	236	1037	251	1049			487	2086
1:00	12		17				29		13:00	236		254				490	
1:15	12		22				34		13:15	283		232				515	
1:30	9		22				31		13:30	237		259				496	
1:45	12	45	16	77			28	122	13:45	240	996	245	990			485	1986
2:00	7		9				16		14:00	254		275				529	
2:15	7		10				17		14:15	280		258				538	
2:30	12		9				21		14:30	257		306				563	
2:45	9	35	13	41			22	76	14:45	290	1081	289	1128			579	2209
3:00	4		8				12		15:00	279		304				583	
3:15	16		9				25		15:15	286		319				605	
3:30	21		12				33		15:30	277		315				592	
3:45	25	66	15	44			40	110	15:45	292	1134	316	1254			608	2388
4:00	25		13				38		16:00	315		347				662	
4:15	46		7				53		16:15	279		312				591	
4:30	73		19				92		16:30	289		319				608	
4:45	84	228	27	66			111	294	16:45	288	1171	325	1303			613	2474
5:00	67		23				90		17:00	309		344				653	
5:15	109		28				137		17:15	326		363				689	
5:30	128		47				175		17:30	319		347				666	
5:45	158	462	69	167			227	629	17:45	293	1247	340	1394			633	2641
6:00	181		67				248		18:00	296		316				612	
6:15	219		83				302		18:15	281		298				579	
6:30	256		116				372		18:30	218		343				561	
6:45	266	922	151	417			417	1339	18:45	267	1062	302	1259			569	2321
7:00	274		150				424		19:00	204		331				535	
7:15	324		183				507		19:15	244		272				516	
7:30	366		240				606		19:30	202		276				478	
7:45	361	1325	258	831			619	2156	19:45	209	859	234	1113			443	1972
8:00	397		222				619		20:00	177		249				426	
8:15	364		209				573		20:15	177		197				374	
8:30	300		234				534		20:30	154		220				374	
8:45	328	1389	221	886			549	2275	20:45	129	637	208	874			337	1511
9:00	322		242				564		21:00	128		151				279	
9:15	314		207				521		21:15	117		169				286	
9:30	297		218				515		21:30	108		166				274	
9:45	255	1188	216	883			471	2071	21:45	88	441	122	608			210	1049
10:00	230		185				415		22:00	105		121				226	
10:15	279		209				488		22:15	54		109				163	
10:30	254		224				478		22:30	63		98				161	
10:45	271	1034	230	848			501	1882	22:45	45	267	92	420			137	687
11:00	247		222				469		23:00	49		82				131	
11:15	239		210				449		23:15	34		74				108	
11:30	257		249				506		23:30	35		52				87	
11:45	264	1007	222	903			486	1910	23:45	32	150	71	279			103	429
TOTALS		7784		5298				**13082**	**TOTALS**		10082		11671				**21753**
SPLIT %		59.5%		40.5%				**37.6%**	**SPLIT %**		46.3%		53.7%				**62.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	17,866	16,969	0	0	34,835

AM Peak Hour	7:30	11:45					**7:30**		**PM Peak Hour**	17:00	17:00					**17:00**		
AM Pk Volume	1488	1020					**2417**		**PM Pk Volume**	1247	1394					**2641**		
Pk Hr Factor	0.937	0.911					**0.976**		**Pk Hr Factor**	0.956	0.960					**0.958**		
7 - 9 Volume	2714	1717	0	0			**4431**		**4 - 6 Volume**	2418	2697	0	0			**5115**		
7 - 9 Peak Hour	7:30	7:30					**7:30**		**4 - 6 Peak Hour**	17:00	17:00					**17:00**		
7 - 9 Pk Volume	1488	929	0	0			**2417**		**4 - 6 Pk Volume**	1247	1394	0	0			**2641**		
Pk Hr Factor	0.937	0.900	0.000	0.000			**0.976**		**Pk Hr Factor**	0.956	0.960	0.000	0.000			**0.958**		

Prepared by National Data & Surveying Services

VOLUME

Inglewood Ave Bet. Manhattan Beach Blvd & Marine Ave

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_014

DAILY TOTALS	NB	SB	EB	WB	Total
	21,345	20,079	0	0	41,424

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	52		61				113		12:00	345		299				644	
0:15	37		49				86		12:15	341		274				615	
0:30	46		47				93		12:30	354		269				623	
0:45	35	170	41	198			76	368	12:45	332	1372	273	1115			605	2487
1:00	27		22				49		13:00	319		286				605	
1:15	19		30				49		13:15	362		286				648	
1:30	21		29				50		13:30	301		311				612	
1:45	25	92	20	101			45	193	13:45	303	1285	293	1176			596	2461
2:00	11		18				29		14:00	405		282				687	
2:15	17		13				30		14:15	400		280				680	
2:30	13		15				28		14:30	263		310				573	
2:45	12	53	16	62			28	115	14:45	283	1351	306	1178			589	2529
3:00	14		24				38		15:00	250		323				573	
3:15	21		24				45		15:15	276		363				639	
3:30	21		24				45		15:30	294		305				599	
3:45	36	92	58	130			94	222	15:45	289	1109	301	1292			590	2401
4:00	31		49				80		16:00	339		286				625	
4:15	55		42				97		16:15	245		286				531	
4:30	92		86				178		16:30	301		317				618	
4:45	104	282	118	295			222	577	16:45	276	1161	266	1155			542	2316
5:00	112		86				198		17:00	261		293				554	
5:15	146		104				250		17:15	241		277				518	
5:30	202		129				331		17:30	272		301				573	
5:45	195	655	167	486			362	1141	17:45	278	1052	260	1131			538	2183
6:00	254		149				403		18:00	290		242				532	
6:15	321		154				475		18:15	312		299				611	
6:30	312		184				496		18:30	276		327				603	
6:45	381	1268	230	717			611	1985	18:45	242	1120	276	1144			518	2264
7:00	337		222				559		19:00	221		341				562	
7:15	407		279				686		19:15	261		315				576	
7:30	387		283				670		19:30	258		305				563	
7:45	434	1565	249	1033			683	2598	19:45	213	953	254	1215			467	2168
8:00	412		258				670		20:00	196		325				521	
8:15	464		277				741		20:15	176		311				487	
8:30	372		302				674		20:30	204		325				529	
8:45	404	1652	280	1117			684	2769	20:45	129	705	289	1250			418	1955
9:00	379		281				660		21:00	126		231				357	
9:15	374		305				679		21:15	144		226				370	
9:30	376		301				677		21:30	107		231				338	
9:45	329	1458	292	1179			621	2637	21:45	92	469	197	885			289	1354
10:00	364		263				627		22:00	107		166				273	
10:15	361		292				653		22:15	98		163				261	
10:30	356		297				653		22:30	70		140				210	
10:45	363	1444	290	1142			653	2586	22:45	77	352	118	587			195	939
11:00	367		280				647		23:00	79		90				169	
11:15	332		275				607		23:15	60		93				153	
11:30	382		302				684		23:30	61		89				150	
11:45	358	1439	283	1140			641	2579	23:45	46	246	79	351			125	597
TOTALS		10170		7600				17770	TOTALS		11175		12479				23654
SPLIT %		57.2%		42.8%				42.9%	SPLIT %		47.2%		52.8%				57.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	21,345	20,079	0	0	41,424

AM Peak Hour	7:30	9:00					8:00		PM Peak Hour	13:30	14:30					13:30		
AM Pk Volume	1697	1179					2769		PM Pk Volume	1409	1302					2575		
Pk Hr Factor	0.914	0.966					0.934		Pk Hr Factor	0.870	0.897					0.937		
7 - 9 Volume	3217	2150	0	0			5367		4 - 6 Volume	2213	2286	0	0			4499		
7 - 9 Peak Hour	7:30	8:00					8:00		4 - 6 Peak Hour	16:00	16:15					16:00		
7 - 9 Pk Volume	1697	1117	0	0			2769		4 - 6 Pk Volume	1161	1162	0	0			2316		
Pk Hr Factor	0.914	0.925	0.000	0.000			0.934		Pk Hr Factor	0.856	0.916	0.000	0.000			0.926		

Prepared by National Data & Surveying Services

VOLUME

Catalina Ave Bet. Palos Verdes Blvd & Ave I

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_015

DAILY TOTALS	NB	SB	EB	WB	Total
	3,763	3,813	0	0	7,576

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		6				9		12:00	63		63				126	
0:15	0		4				4		12:15	72		72				144	
0:30	1		1				2		12:30	69		71				140	
0:45	0	4	1	12			1	16	12:45	68	272	80	286			148	558
1:00	0		3				3		13:00	46		43				89	
1:15	0		1				1		13:15	62		53				115	
1:30	0		0				0		13:30	61		55				116	
1:45	2	2	1	5			3	7	13:45	94	263	72	223			166	486
2:00	2		2				4		14:00	51		48				99	
2:15	1		0				1		14:15	57		54				111	
2:30	0		2				2		14:30	70		75				145	
2:45	0	3	0	4			0	7	14:45	70	248	70	247			140	495
3:00	0		1				1		15:00	79		89				168	
3:15	1		0				1		15:15	66		77				143	
3:30	1		1				2		15:30	82		67				149	
3:45	0	2	0	2			0	4	15:45	73	300	72	305			145	605
4:00	0		0				0		16:00	58		68				126	
4:15	1		1				2		16:15	63		85				148	
4:30	0		0				0		16:30	65		76				141	
4:45	1	2	1	2			2	4	16:45	87	273	101	330			188	603
5:00	5		1				6		17:00	74		108				182	
5:15	6		3				9		17:15	73		80				153	
5:30	7		1				8		17:30	77		87				164	
5:45	6	24	6	11			12	35	17:45	75	299	98	373			173	672
6:00	19		8				27		18:00	79		75				154	
6:15	15		7				22		18:15	73		45				118	
6:30	20		10				30		18:30	74		72				146	
6:45	28	82	13	38			41	120	18:45	74	300	89	281			163	581
7:00	21		22				43		19:00	59		76				135	
7:15	37		30				67		19:15	60		67				127	
7:30	47		49				96		19:30	60		63				123	
7:45	65	170	47	148			112	318	19:45	43	222	65	271			108	493
8:00	61		45				106		20:00	37		66				103	
8:15	74		53				127		20:15	35		65				100	
8:30	64		40				104		20:30	33		56				89	
8:45	75	274	43	181			118	455	20:45	15	120	57	244			72	364
9:00	67		53				120		21:00	27		47				74	
9:15	69		46				115		21:15	7		41				48	
9:30	67		32				99		21:30	13		29				42	
9:45	65	268	44	175			109	443	21:45	8	55	28	145			36	200
10:00	50		49				99		22:00	6		16				22	
10:15	51		54				105		22:15	7		16				23	
10:30	74		47				121		22:30	5		9				14	
10:45	72	247	50	200			122	447	22:45	3	21	12	53			15	74
11:00	64		68				132		23:00	0		8				8	
11:15	76		67				143		23:15	4		12				16	
11:30	82		45				127		23:30	2		6				8	
11:45	83	305	66	246			149	551	23:45	1	7	5	31			6	38
TOTALS		1383		1024				2407	TOTALS		2380		2789				5169
SPLIT %		57.5%		42.5%				31.8%	SPLIT %		46.0%		54.0%				68.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,763	3,813	0	0	7,576

AM Peak Hour	11:00	11:45				11:45	PM Peak Hour	16:45	16:45				16:45
AM Pk Volume	305	272				559	PM Pk Volume	311	376				687
Pk Hr Factor	0.919	0.944				0.938	Pk Hr Factor	0.894	0.870				0.914
7 - 9 Volume	444	329	0	0		773	4 - 6 Volume	572	703	0	0		1275
7 - 9 Peak Hour	8:00	7:30				8:00	4 - 6 Peak Hour	16:45	16:45				16:45
7 - 9 Pk Volume	274	194	0	0		455	4 - 6 Pk Volume	311	376	0	0		687
Pk Hr Factor	0.913	0.915	0.000	0.000		0.896	Pk Hr Factor	0.894	0.870	0.000	0.000		0.914

Prepared by National Data & Surveying Services

VOLUME

Catalina Ave Bet. Ave I & Esplanade/Pearl St

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_016

DAILY TOTALS	NB	SB	EB	WB	Total
	3,725	3,634	0	0	7,359

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	1		6				7		12:00	57		46				103	
0:15	2		4				6		12:15	64		59				123	
0:30	3		3				6		12:30	57		70				127	
0:45	2	8	2	15			4	23	12:45	47	225	56	231			103	456
1:00	0		2				2		13:00	55		58				113	
1:15	0		1				1		13:15	55		58				113	
1:30	0		2				2		13:30	60		54				114	
1:45	1	1	0	5			1	6	13:45	70	240	56	226			126	466
2:00	0		2				2		14:00	67		67				134	
2:15	0		1				1		14:15	58		56				114	
2:30	0		2				2		14:30	59		58				117	
2:45	2	2	4	9			6	11	14:45	66	250	70	251			136	501
3:00	0		1				1		15:00	67		53				120	
3:15	0		0				0		15:15	72		67				139	
3:30	0		0				0		15:30	70		68				138	
3:45	1	1	1	2			2	3	15:45	68	277	60	248			128	525
4:00	0		1				1		16:00	66		85				151	
4:15	1		1				2		16:15	60		79				139	
4:30	2		1				3		16:30	70		76				146	
4:45	0	3	0	3			0	6	16:45	72	268	72	312			144	580
5:00	1		2				3		17:00	78		93				171	
5:15	6		0				6		17:15	77		86				163	
5:30	9		5				14		17:30	65		93				158	
5:45	9	25	3	10			12	35	17:45	55	275	104	376			159	651
6:00	21		4				25		18:00	80		114				194	
6:15	17		7				24		18:15	52		90				142	
6:30	24		8				32		18:30	71		102				173	
6:45	23	85	11	30			34	115	18:45	64	267	96	402			160	669
7:00	41		20				61		19:00	64		85				149	
7:15	42		16				58		19:15	50		53				103	
7:30	69		37				106		19:30	49		65				114	
7:45	82	234	45	118			127	352	19:45	55	218	56	259			111	477
8:00	90		41				131		20:00	31		53				84	
8:15	77		53				130		20:15	42		40				82	
8:30	64		42				106		20:30	38		33				71	
8:45	67	298	57	193			124	491	20:45	38	149	39	165			77	314
9:00	62		52				114		21:00	20		35				55	
9:15	64		40				104		21:15	23		43				66	
9:30	57		42				99		21:30	15		27				42	
9:45	62	245	50	184			112	429	21:45	11	69	23	128			34	197
10:00	51		46				97		22:00	18		18				36	
10:15	59		37				96		22:15	16		10				26	
10:30	51		43				94		22:30	14		17				31	
10:45	75	236	52	178			127	414	22:45	6	54	12	57			18	111
11:00	83		43				126		23:00	8		12				20	
11:15	62		48				110		23:15	6		5				11	
11:30	59		49				108		23:30	4		5				9	
11:45	71	275	63	203			134	478	23:45	2	20	7	29			9	49
TOTALS		1413		950				**2363**	**TOTALS**		2312		2684				**4996**
SPLIT %		59.8%		40.2%				**32.1%**	**SPLIT %**		46.3%		53.7%				**67.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,725	3,634	0	0	7,359

AM Peak Hour	7:30	11:45					**7:30**		**PM Peak Hour**	16:30	17:45					**17:15**		
AM Pk Volume	318	238					**494**		**PM Pk Volume**	297	410					**674**		
Pk Hr Factor	0.883	0.850					**0.943**		**Pk Hr Factor**	0.952	0.899					**0.869**		
7 - 9 Volume	532	311	0	0			**843**		**4 - 6 Volume**	543	688	0	0			**1231**		
7 - 9 Peak Hour	7:30	8:00					**7:30**		**4 - 6 Peak Hour**	16:30	17:00					**17:00**		
7 - 9 Pk Volume	318	193	0	0			**494**		**4 - 6 Pk Volume**	297	376	0	0			**651**		
Pk Hr Factor	0.883	0.846	0.000	0.000			**0.943**		**Pk Hr Factor**	0.952	0.904	0.000	0.000			**0.952**		

Prepared by National Data & Surveying Services

VOLUME

Catalina Ave Bet. Esplanade/Pearl St & Beryl St

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_017

DAILY TOTALS	NB	SB	EB	WB	Total
	7,102	8,109	0	0	15,211

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		13				18		12:00	104		118				222	
0:15	7		14				21		12:15	114		140				254	
0:30	4		7				11		12:30	114		114				228	
0:45	6	22	11	45			17	67	12:45	116	448	138	510			254	958
1:00	8		4				12		13:00	99		125				224	
1:15	2		5				7		13:15	113		128				241	
1:30	5		4				9		13:30	102		127				229	
1:45	5	20	2	15			7	35	13:45	117	431	153	533			270	964
2:00	4		4				8		14:00	117		135				252	
2:15	2		3				5		14:15	131		137				268	
2:30	1		5				6		14:30	118		139				257	
2:45	0	7	2	14			2	21	14:45	115	481	150	561			265	1042
3:00	1		0				1		15:00	117		150				267	
3:15	2		1				3		15:15	126		136				262	
3:30	2		5				7		15:30	121		156				277	
3:45	6	11	0	6			6	17	15:45	113	477	175	617			288	1094
4:00	1		1				2		16:00	129		176				305	
4:15	7		1				8		16:15	116		163				279	
4:30	8		5				13		16:30	116		201				317	
4:45	8	24	12	19			20	43	16:45	137	498	188	728			325	1226
5:00	5		4				9		17:00	120		179				299	
5:15	15		12				27		17:15	134		222				356	
5:30	17		5				22		17:30	105		207				312	
5:45	37	74	15	36			52	110	17:45	124	483	223	831			347	1314
6:00	41		9				50		18:00	125		199				324	
6:15	53		18				71		18:15	119		216				335	
6:30	65		26				91		18:30	103		191				294	
6:45	76	235	34	87			110	322	18:45	99	446	180	786			279	1232
7:00	91		59				150		19:00	128		151				279	
7:15	89		59				148		19:15	92		157				249	
7:30	117		74				191		19:30	93		108				201	
7:45	176	473	100	292			276	765	19:45	76	389	108	524			184	913
8:00	157		89				246		20:00	60		99				159	
8:15	171		72				243		20:15	65		93				158	
8:30	136		99				235		20:30	57		82				139	
8:45	128	592	124	384			252	976	20:45	60	242	91	365			151	607
9:00	142		92				234		21:00	62		80				142	
9:15	130		101				231		21:15	36		72				108	
9:30	103		86				189		21:30	41		65				106	
9:45	120	495	99	378			219	873	21:45	24	163	60	277			84	440
10:00	107		97				204		22:00	39		52				91	
10:15	102		96				198		22:15	29		50				79	
10:30	118		107				225		22:30	26		29				55	
10:45	101	428	90	390			191	818	22:45	25	119	36	167			61	286
11:00	116		121				237		23:00	17		24				41	
11:15	109		109				218		23:15	18		21				39	
11:30	127		116				243		23:30	7		22				29	
11:45	135	487	118	464			253	951	23:45	15	57	13	80			28	137
TOTALS		2868		2130				4998	TOTALS		4234		5979				10213
SPLIT %		57.4%		42.6%				32.9%	SPLIT %		41.5%		58.5%				67.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,102	8,109	0	0	15,211

AM Peak Hour	7:45	11:30				7:45	PM Peak Hour	16:30	17:15				17:15
AM Pk Volume	640	492				1000	PM Pk Volume	507	851				1339
Pk Hr Factor	0.909	0.879				0.906	Pk Hr Factor	0.925	0.954				0.940
7 - 9 Volume	1065	676	0	0		1741	4 - 6 Volume	981	1559	0	0		2540
7 - 9 Peak Hour	7:45	8:00				7:45	4 - 6 Peak Hour	16:30	17:00				17:00
7 - 9 Pk Volume	640	384	0	0		1000	4 - 6 Pk Volume	507	831	0	0		1314
Pk Hr Factor	0.909	0.774	0.000	0.000		0.906	Pk Hr Factor	0.925	0.932	0.000	0.000		0.923

Prepared by National Data & Surveying Services

VOLUME

Catalina Ave Bet. Beryl St & Pacific Coast Hwy

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_018

DAILY TOTALS	NB	SB	EB	WB	Total
	7,396	7,649	0	0	15,045

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	8		11				19		12:00	124		117				241	
0:15	8		12				20		12:15	97		117				214	
0:30	8		6				14		12:30	121		110				231	
0:45	5	29	6	35			11	64	12:45	125	467	140	484			265	951
1:00	8		4				12		13:00	127		123				250	
1:15	3		2				5		13:15	120		118				238	
1:30	4		6				10		13:30	103		139				242	
1:45	6	21	1	13			7	34	13:45	117	467	121	501			238	968
2:00	3		1				4		14:00	134		114				248	
2:15	2		1				3		14:15	141		126				267	
2:30	2		2				4		14:30	117		122				239	
2:45	0	7	6	10			6	17	14:45	121	513	136	498			257	1011
3:00	1		0				1		15:00	128		139				267	
3:15	2		7				9		15:15	123		135				258	
3:30	2		3				5		15:30	134		185				319	
3:45	5	10	2	12			7	22	15:45	142	527	160	619			302	1146
4:00	3		4				7		16:00	153		150				303	
4:15	8		7				15		16:15	119		174				293	
4:30	11		14				25		16:30	132		185				317	
4:45	15	37	14	39			29	76	16:45	140	544	181	690			321	1234
5:00	13		8				21		17:00	142		172				314	
5:15	19		12				31		17:15	124		193				317	
5:30	19		14				33		17:30	113		212				325	
5:45	38	89	24	58			62	147	17:45	127	506	195	772			322	1278
6:00	26		20				46		18:00	122		200				322	
6:15	53		28				81		18:15	111		186				297	
6:30	74		43				117		18:30	103		180				283	
6:45	76	229	47	138			123	367	18:45	90	426	156	722			246	1148
7:00	69		72				141		19:00	98		136				234	
7:15	93		70				163		19:15	88		134				222	
7:30	121		73				194		19:30	98		97				195	
7:45	175	458	111	326			286	784	19:45	94	378	97	464			191	842
8:00	145		112				257		20:00	69		89				158	
8:15	203		106				309		20:15	58		68				126	
8:30	160		106				266		20:30	51		58				109	
8:45	120	628	118	442			238	1070	20:45	61	239	65	280			126	519
9:00	149		79				228		21:00	63		41				104	
9:15	128		100				228		21:15	40		48				88	
9:30	117		93				210		21:30	43		37				80	
9:45	123	517	87	359			210	876	21:45	32	178	51	177			83	355
10:00	115		101				216		22:00	29		33				62	
10:15	90		92				182		22:15	25		43				68	
10:30	100		97				197		22:30	33		23				56	
10:45	122	427	85	375			207	802	22:45	26	113	30	129			56	242
11:00	126		118				244		23:00	25		19				44	
11:15	123		98				221		23:15	22		19				41	
11:30	125		102				227		23:30	12		18				30	
11:45	135	509	116	434			251	943	23:45	18	77	16	72			34	149
TOTALS		2961		2241				5202	TOTALS		4435		5408				9843
SPLIT %		56.9%		43.1%				34.6%	SPLIT %		45.1%		54.9%				65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,396	7,649	0	0	15,045

AM Peak Hour	7:45	11:45			7:45	PM Peak Hour	15:15	17:15			17:15
AM Pk Volume	683	460			1118	PM Pk Volume	552	800			1286
Pk Hr Factor	0.841	0.983			0.905	Pk Hr Factor	0.902	0.943			0.989
7 - 9 Volume	1086	768	0	0	1854	4 - 6 Volume	1050	1462	0	0	2512
7 - 9 Peak Hour	7:45	8:00			7:45	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	683	442	0	0	1118	4 - 6 Pk Volume	544	772	0	0	1278
Pk Hr Factor	0.841	0.936	0.000	0.000	0.905	Pk Hr Factor	0.889	0.910	0.000	0.000	0.983

Prepared by National Data & Surveying Services

VOLUME

Grant Ave Bet. Aviation Blvd & Inglewood Ave

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,027	5,788	11,815

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			10		8		18		12:00			93		83		176	
0:15			9		7		16		12:15			78		74		152	
0:30			5		6		11		12:30			92		85		177	
0:45			5	29	9	30	14	59	12:45			104	367	89	331	193	698
1:00			6		3		9		13:00			108		93		201	
1:15			3		6		9		13:15			96		80		176	
1:30			9		3		12		13:30			77		93		170	
1:45			1	19	2	14	3	33	13:45			93	374	96	362	189	736
2:00			1		3		4		14:00			94		83		177	
2:15			3		2		5		14:15			89		90		179	
2:30			6		1		7		14:30			119		86		205	
2:45			0	10	2	8	2	18	14:45			117	419	106	365	223	784
3:00			0		1		1		15:00			108		118		226	
3:15			4		2		6		15:15			107		88		195	
3:30			2		1		3		15:30			107		105		212	
3:45			8	14	2	6	10	20	15:45			116	438	99	410	215	848
4:00			3		2		5		16:00			120		131		251	
4:15			5		3		8		16:15			117		102		219	
4:30			4		5		9		16:30			135		116		251	
4:45			10	22	3	13	13	35	16:45			107	479	119	468	226	947
5:00			12		7		19		17:00			124		121		245	
5:15			4		7		11		17:15			129		124		253	
5:30			20		10		30		17:30			135		119		254	
5:45			23	59	18	42	41	101	17:45			143	531	120	484	263	1015
6:00			20		29		49		18:00			124		117		241	
6:15			38		17		55		18:15			109		126		235	
6:30			51		35		86		18:30			97		90		187	
6:45			62	171	65	146	127	317	18:45			87	417	88	421	175	838
7:00			64		59		123		19:00			90		61		151	
7:15			77		74		151		19:15			82		77		159	
7:30			110		101		211		19:30			66		82		148	
7:45			139	390	151	385	290	775	19:45			83	321	97	317	180	638
8:00			105		147		252		20:00			71		86		157	
8:15			105		111		216		20:15			55		63		118	
8:30			105		110		215		20:30			52		56		108	
8:45			96	411	116	484	212	895	20:45			54	232	44	249	98	481
9:00			87		94		181		21:00			48		54		102	
9:15			93		93		186		21:15			62		29		91	
9:30			94		79		173		21:30			27		30		57	
9:45			105	379	84	350	189	729	21:45			32	169	29	142	61	311
10:00			85		76		161		22:00			27		26		53	
10:15			80		72		152		22:15			16		26		42	
10:30			83		76		159		22:30			22		16		38	
10:45			74	322	94	318	168	640	22:45			15	80	17	85	32	165
11:00			90		68		158		23:00			14		12		26	
11:15			71		74		145		23:15			16		15		31	
11:30			81		86		167		23:30			7		6		13	
11:45			87	329	88	316	175	645	23:45			8	45	9	42	17	87
TOTALS				2155		2112		**4267**	**TOTALS**				3872		3676		**7548**
SPLIT %				50.5%		49.5%		**36.1%**	**SPLIT %**				51.3%		48.7%		**63.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,027	5,788	11,815

AM Peak Hour				7:30		7:45		**7:45**	**PM Peak Hour**				17:00		17:00		**17:00**
AM Pk Volume				459		519		**973**	**PM Pk Volume**				531		484		**1015**
Pk Hr Factor				0.826		0.859		**0.839**	**Pk Hr Factor**				0.928		0.976		**0.965**
7 - 9 Volume	0	0		801		869		**1670**	**4 - 6 Volume**	0	0		1010		952		**1962**
7 - 9 Peak Hour				7:30		7:45		**7:45**	**4 - 6 Peak Hour**				17:00		17:00		**17:00**
7 - 9 Pk Volume	0	0		459		519		**973**	**4 - 6 Pk Volume**	0	0		531		484		**1015**
Pk Hr Factor	0.000	0.000		0.826		0.859		**0.839**	**Pk Hr Factor**	0.000	0.000		0.928		0.976		**0.965**

Prepared by National Data & Surveying Services

VOLUME

Grant Ave Bet. Inglewood Ave & Kingsdale Ave

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,311	2,800	6,111

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			2		6		8		12:00			46		55		101	
0:15			4		4		8		12:15			43		42		85	
0:30			2		1		3		12:30			44		48		92	
0:45			1	9	0	11	1	20	12:45			53	186	51	196	104	382
1:00			2		0		2		13:00			51		45		96	
1:15			1		3		4		13:15			50		54		104	
1:30			2		1		3		13:30			44		73		117	
1:45			0	5	1	5	1	10	13:45			51	196	65	237	116	433
2:00			4		0		4		14:00			56		65		121	
2:15			0		0		0		14:15			52		55		107	
2:30			1		4		5		14:30			56		60		116	
2:45			0	5	0	4	0	9	14:45			58	222	54	234	112	456
3:00			0		1		1		15:00			89		49		138	
3:15			2		1		3		15:15			65		54		119	
3:30			2		0		2		15:30			65		56		121	
3:45			0	4	3	5	3	9	15:45			62	281	62	221	124	502
4:00			0		0		0		16:00			82		67		149	
4:15			2		0		2		16:15			84		61		145	
4:30			0		1		1		16:30			89		75		164	
4:45			9	11	1	2	10	13	16:45			83	338	87	290	170	628
5:00			4		2		6		17:00			75		64		139	
5:15			3		1		4		17:15			98		76		174	
5:30			8		3		11		17:30			76		68		144	
5:45			11	26	2	8	13	34	17:45			78	327	57	265	135	592
6:00			16		6		22		18:00			65		80		145	
6:15			13		7		20		18:15			50		51		101	
6:30			18		6		24		18:30			54		42		96	
6:45			40	87	10	29	50	116	18:45			54	223	42	215	96	438
7:00			31		18		49		19:00			50		37		87	
7:15			41		20		61		19:15			36		42		78	
7:30			41		26		67		19:30			38		35		73	
7:45			70	183	42	106	112	289	19:45			32	156	35	149	67	305
8:00			70		41		111		20:00			39		43		82	
8:15			83		33		116		20:15			29		35		64	
8:30			68		40		108		20:30			26		26		52	
8:45			48	269	33	147	81	416	20:45			20	114	29	133	49	247
9:00			43		27		70		21:00			25		15		40	
9:15			52		25		77		21:15			22		20		42	
9:30			39		31		70		21:30			11		13		24	
9:45			58	192	40	123	98	315	21:45			7	65	9	57	16	122
10:00			63		40		103		22:00			7		11		18	
10:15			35		40		75		22:15			4		6		10	
10:30			42		50		92		22:30			6		4		10	
10:45			41	181	33	163	74	344	22:45			2	19	2	23	4	42
11:00			48		41		89		23:00			4		8		12	
11:15			45		39		84		23:15			3		2		5	
11:30			49		46		95		23:30			4		3		7	
11:45			55	197	33	159	88	356	23:45			4	15	5	18	9	33
TOTALS				1169		762		**1931**	**TOTALS**				2142		2038		**4180**
SPLIT %				60.5%		39.5%		**31.6%**	**SPLIT %**				51.2%		48.8%		**68.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,311	2,800	6,111

AM Peak Hour			7:45	11:45	**7:45**	**PM Peak Hour**			16:30	16:30	**16:30**
AM Pk Volume			291	178	**447**	**PM Pk Volume**			345	302	**647**
Pk Hr Factor			0.877	0.809	**0.963**	**Pk Hr Factor**			0.880	0.868	**0.930**
7 - 9 Volume	0	0	452	253	**705**	**4 - 6 Volume**	0	0	665	555	**1220**
7 - 9 Peak Hour			7:45	7:45	**7:45**	**4 - 6 Peak Hour**			16:30	16:30	**16:30**
7 - 9 Pk Volume	0	0	291	156	**447**	**4 - 6 Pk Volume**	0	0	345	302	**647**
Pk Hr Factor	0.000	0.000	0.877	0.929	**0.963**	**Pk Hr Factor**	0.000	0.000	0.880	0.868	**0.930**

Prepared by National Data & Surveying Services

VOLUME

Torrance Blvd Bet. Pier Seafood & Pacific Coast Hwy

Day: Thursday
Date: 9/8/2022

City: Redondo Beach
Project #: CA22_020254_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,234	4,019	8,253

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			21		6		27		12:00			69		54		123	
0:15			10		6		16		12:15			50		72		122	
0:30			10		9		19		12:30			61		63		124	
0:45			12	53	4	25	16	78	12:45			56	236	59	248	115	484
1:00			9		8		17		13:00			60		56		116	
1:15			8		1		9		13:15			81		65		146	
1:30			4		7		11		13:30			62		71		133	
1:45			7	28	4	20	11	48	13:45			56	259	65	257	121	516
2:00			3		1		4		14:00			77		68		145	
2:15			2		6		8		14:15			70		70		140	
2:30			2		3		5		14:30			79		49		128	
2:45			4	11	4	14	8	25	14:45			81	307	47	234	128	541
3:00			2		5		7		15:00			73		56		129	
3:15			5		2		7		15:15			64		71		135	
3:30			3		1		4		15:30			74		72		146	
3:45			0	10	2	10	2	20	15:45			86	297	74	273	160	570
4:00			2		2		4		16:00			83		78		161	
4:15			2		3		5		16:15			67		69		136	
4:30			4		6		10		16:30			72		82		154	
4:45			7	15	7	18	14	33	16:45			67	289	71	300	138	589
5:00			5		4		9		17:00			67		75		142	
5:15			6		8		14		17:15			95		102		197	
5:30			9		11		20		17:30			76		84		160	
5:45			11	31	18	41	29	72	17:45			78	316	100	361	178	677
6:00			6		19		25		18:00			81		69		150	
6:15			11		19		30		18:15			69		92		161	
6:30			28		33		61		18:30			70		96		166	
6:45			18	63	34	105	52	168	18:45			76	296	79	336	155	632
7:00			15		35		50		19:00			86		92		178	
7:15			39		32		71		19:15			82		59		141	
7:30			54		40		94		19:30			96		56		152	
7:45			54	162	65	172	119	334	19:45			77	341	57	264	134	605
8:00			47		53		100		20:00			65		59		124	
8:15			46		57		103		20:15			68		45		113	
8:30			49		66		115		20:30			62		46		108	
8:45			63	205	65	241	128	446	20:45			61	256	34	184	95	440
9:00			64		55		119		21:00			59		36		95	
9:15			54		49		103		21:15			61		45		106	
9:30			54		51		105		21:30			45		27		72	
9:45			58	230	51	206	109	436	21:45			32	197	21	129	53	326
10:00			43		49		92		22:00			54		24		78	
10:15			52		43		95		22:15			30		25		55	
10:30			50		54		104		22:30			30		17		47	
10:45			52	197	56	202	108	399	22:45			41	155	19	85	60	240
11:00			45		47		92		23:00			23		23		46	
11:15			60		55		115		23:15			22		13		35	
11:30			48		73		121		23:30			19		11		30	
11:45			51	204	62	237	113	441	23:45			12	76	10	57	22	133
TOTALS				1209		1291		**2500**	**TOTALS**				3025		2728		**5753**
SPLIT %				48.4%		51.6%		**30.3%**	**SPLIT %**				52.6%		47.4%		**69.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,234	4,019	8,253

AM Peak Hour			8:45	11:30	**11:45**	**PM Peak Hour**			19:00	17:00	**17:15**
AM Pk Volume			235	261	**482**	**PM Pk Volume**			341	361	**685**
Pk Hr Factor			0.918	0.894	**0.972**	**Pk Hr Factor**			0.888	0.885	**0.869**
7 - 9 Volume	0	0	367	413	**780**	**4 - 6 Volume**	0	0	605	661	**1266**
7 - 9 Peak Hour			8:00	7:45	**8:00**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	205	241	**446**	**4 - 6 Pk Volume**	0	0	316	361	**677**
Pk Hr Factor	0.000	0.000	0.813	0.913	**0.871**	**Pk Hr Factor**	0.000	0.000	0.832	0.885	**0.859**

Prepared by National Data & Surveying Services

VOLUME

Aviation Blvd Bet. Harper Ave & Artesia Blvd

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_022

DAILY TOTALS	NB	SB	EB	WB	Total
	16,012	15,044	0	0	31,056

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	29		33				62		12:00	205		215				420	
0:15	18		33				51		12:15	205		233				438	
0:30	24		20				44		12:30	219		207				426	
0:45	14	85	18	104			32	189	12:45	247	876	227	882			474	1758
1:00	18		18				36		13:00	200		224				424	
1:15	16		15				31		13:15	209		253				462	
1:30	13		14				27		13:30	220		219				439	
1:45	9	56	8	55			17	111	13:45	206	835	265	961			471	1796
2:00	9		7				16		14:00	236		230				466	
2:15	7		6				13		14:15	170		212				382	
2:30	4		6				10		14:30	224		214				438	
2:45	8	28	11	30			19	58	14:45	213	843	273	929			486	1772
3:00	8		8				16		15:00	235		281				516	
3:15	9		12				21		15:15	278		297				575	
3:30	19		11				30		15:30	235		295				530	
3:45	19	55	17	48			36	103	15:45	268	1016	278	1151			546	2167
4:00	17		10				27		16:00	245		246				491	
4:15	19		22				41		16:15	249		274				523	
4:30	58		15				73		16:30	223		296				519	
4:45	60	154	27	74			87	228	16:45	245	962	305	1121			550	2083
5:00	59		18				77		17:00	274		255				529	
5:15	98		28				126		17:15	250		279				529	
5:30	109		31				140		17:30	269		298				567	
5:45	155	421	56	133			211	554	17:45	246	1039	314	1146			560	2185
6:00	140		44				184		18:00	235		290				525	
6:15	146		63				209		18:15	237		346				583	
6:30	153		89				242		18:30	233		294				527	
6:45	229	668	150	346			379	1014	18:45	199	904	324	1254			523	2158
7:00	263		119				382		19:00	214		273				487	
7:15	361		163				524		19:15	204		289				493	
7:30	365		213				578		19:30	186		232				418	
7:45	361	1350	244	739			605	2089	19:45	174	778	228	1022			402	1800
8:00	399		234				633		20:00	161		187				348	
8:15	377		237				614		20:15	151		211				362	
8:30	344		222				566		20:30	140		159				299	
8:45	357	1477	242	935			599	2412	20:45	128	580	178	735			306	1315
9:00	283		188				471		21:00	138		150				288	
9:15	266		199				465		21:15	135		117				252	
9:30	284		164				448		21:30	118		131				249	
9:45	259	1092	225	776			484	1868	21:45	100	491	101	499			201	990
10:00	210		161				371		22:00	97		100				197	
10:15	217		179				396		22:15	85		100				185	
10:30	222		179				401		22:30	70		82				152	
10:45	222	871	211	730			433	1601	22:45	56	308	68	350			124	658
11:00	201		182				383		23:00	68		79				147	
11:15	221		225				446		23:15	58		45				103	
11:30	246		174				420		23:30	42		49				91	
11:45	236	904	230	811			466	1715	23:45	51	219	40	213			91	432
TOTALS		7161		4781				**11942**	**TOTALS**		8851		10263				**19114**
SPLIT %		60.0%		40.0%				**38.5%**	**SPLIT %**		46.3%		53.7%				**61.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	16,012	15,044	0	0	31,056

AM Peak Hour	7:30	7:45				**7:30**	**PM Peak Hour**	17:00	18:00				**17:30**
AM Pk Volume	1502	937				**2430**	**PM Pk Volume**	1039	1254				**2235**
Pk Hr Factor	0.941	0.960				**0.960**	**Pk Hr Factor**	0.948	0.906				**0.958**
7 - 9 Volume	2827	1674	0	0		**4501**	**4 - 6 Volume**	2001	2267	0	0		**4268**
7 - 9 Peak Hour	7:30	7:45				**7:30**	**4 - 6 Peak Hour**	17:00	17:00				**17:00**
7 - 9 Pk Volume	1502	937	0	0		**2430**	**4 - 6 Pk Volume**	1039	1146	0	0		**2185**
Pk Hr Factor	0.941	0.960	0.000	0.000		**0.960**	**Pk Hr Factor**	0.948	0.912	0.000	0.000		**0.963**

Prepared by National Data & Surveying Services

VOLUME

Aviation Blvd Bet. Artesia Blvd & Robinson St

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_023

DAILY TOTALS	NB	SB	EB	WB	Total
	17,172	17,962	0	0	35,134

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	33		40				73		12:00	248		250				498	
0:15	20		35				55		12:15	225		272				497	
0:30	19		20				39		12:30	245		257				502	
0:45	13	85	20	115			33	200	12:45	249	967	252	1031			501	1998
1:00	16		18				34		13:00	202		284				486	
1:15	14		13				27		13:15	231		280				511	
1:30	15		11				26		13:30	220		289				509	
1:45	9	54	9	51			18	105	13:45	235	888	293	1146			528	2034
2:00	13		7				20		14:00	207		272				479	
2:15	6		5				11		14:15	223		282				505	
2:30	4		10				14		14:30	251		334				585	
2:45	5	28	8	30			13	58	14:45	239	920	309	1197			548	2117
3:00	5		10				15		15:00	240		360				600	
3:15	10		11				21		15:15	296		383				679	
3:30	24		7				31		15:30	255		313				568	
3:45	18	57	18	46			36	103	15:45	277	1068	350	1406			627	2474
4:00	20		10				30		16:00	262		345				607	
4:15	25		18				43		16:15	290		346				636	
4:30	57		25				82		16:30	204		395				599	
4:45	70	172	26	79			96	251	16:45	295	1051	369	1455			664	2506
5:00	68		22				90		17:00	242		404				646	
5:15	109		27				136		17:15	293		377				670	
5:30	130		37				167		17:30	271		400				671	
5:45	156	463	65	151			221	614	17:45	282	1088	378	1559			660	2647
6:00	159		46				205		18:00	238		393				631	
6:15	173		69				242		18:15	240		381				621	
6:30	177		94				271		18:30	217		383				600	
6:45	249	758	136	345			385	1103	18:45	227	922	361	1518			588	2440
7:00	266		139				405		19:00	220		334				554	
7:15	370		195				565		19:15	207		298				505	
7:30	417		228				645		19:30	206		276				482	
7:45	419	1472	296	858			715	2330	19:45	184	817	261	1169			445	1986
8:00	393		293				686		20:00	183		232				415	
8:15	429		321				750		20:15	182		226				408	
8:30	366		266				632		20:30	147		157				304	
8:45	357	1545	288	1168			645	2713	20:45	138	650	179	794			317	1444
9:00	337		247				584		21:00	143		170				313	
9:15	317		205				522		21:15	150		153				303	
9:30	257		214				471		21:30	119		146				265	
9:45	278	1189	216	882			494	2071	21:45	93	505	133	602			226	1107
10:00	238		206				444		22:00	95		120				215	
10:15	266		188				454		22:15	91		96				187	
10:30	226		216				442		22:30	54		88				142	
10:45	255	985	230	840			485	1825	22:45	67	307	77	381			144	688
11:00	224		200				424		23:00	63		85				148	
11:15	235		233				468		23:15	64		51				115	
11:30	242		215				457		23:30	48		47				95	
11:45	254	955	261	909			515	1864	23:45	51	226	47	230			98	456
TOTALS		7763		5474				**13237**	**TOTALS**		9409		12488				**21897**
SPLIT %		58.6%		41.4%				**37.7%**	**SPLIT %**		43.0%		57.0%				**62.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	17,172	17,962	0	0	35,134

AM Peak Hour	7:30	7:45						**7:30**	**PM Peak Hour**	16:45	17:00						**16:45**
AM Pk Volume	1658	1176						**2796**	**PM Pk Volume**	1101	1559						**2651**
Pk Hr Factor	0.966	0.916						**0.932**	**Pk Hr Factor**	0.933	0.965						**0.988**
7 - 9 Volume	3017	2026	0	0				**5043**	**4 - 6 Volume**	2139	3014	0	0				**5153**
7 - 9 Peak Hour	7:30	7:45						**7:30**	**4 - 6 Peak Hour**	16:45	17:00						**16:45**
7 - 9 Pk Volume	1658	1176	0	0				**2796**	**4 - 6 Pk Volume**	1101	1559	0	0				**2651**
Pk Hr Factor	0.966	0.916	0.000	0.000				**0.932**	**Pk Hr Factor**	0.933	0.965	0.000	0.000				**0.988**

Prepared by National Data & Surveying Services

VOLUME

Aviation Blvd Bet. Robinson St & Manhattan Beach Blvd

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_024

DAILY TOTALS	NB	SB	EB	WB	Total
	18,959	19,236	0	0	38,195

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	34		41				75		12:00	271		263				534	
0:15	22		36				58		12:15	227		281				508	
0:30	16		27				43		12:30	263		273				536	
0:45	13	85	23	127			36	212	12:45	264	1025	265	1082			529	2107
1:00	17		18				35		13:00	248		301				549	
1:15	17		13				30		13:15	218		303				521	
1:30	17		13				30		13:30	238		321				559	
1:45	10	61	7	51			17	112	13:45	243	947	311	1236			554	2183
2:00	10		9				19		14:00	234		292				526	
2:15	7		4				11		14:15	224		312				536	
2:30	3		9				12		14:30	295		347				642	
2:45	9	29	11	33			20	62	14:45	257	1010	343	1294			600	2304
3:00	5		8				13		15:00	280		386				666	
3:15	12		13				25		15:15	307		401				708	
3:30	25		8				33		15:30	314		337				651	
3:45	19	61	18	47			37	108	15:45	302	1203	383	1507			685	2710
4:00	19		9				28		16:00	312		355				667	
4:15	32		18				50		16:15	311		393				704	
4:30	66		27				93		16:30	284		408				692	
4:45	78	195	24	78			102	273	16:45	300	1207	405	1561			705	2768
5:00	78		23				101		17:00	285		457				742	
5:15	124		31				155		17:15	316		425				741	
5:30	169		40				209		17:30	297		440				737	
5:45	176	547	65	159			241	706	17:45	311	1209	426	1748			737	2957
6:00	192		47				239		18:00	246		395				641	
6:15	213		80				293		18:15	217		432				649	
6:30	221		92				313		18:30	251		382				633	
6:45	284	910	152	371			436	1281	18:45	272	986	392	1601			664	2587
7:00	334		137				471		19:00	233		378				611	
7:15	371		197				568		19:15	205		334				539	
7:30	462		216				678		19:30	219		279				498	
7:45	432	1599	321	871			753	2470	19:45	175	832	312	1303			487	2135
8:00	460		301				761		20:00	198		237				435	
8:15	445		315				760		20:15	153		257				410	
8:30	468		276				744		20:30	159		186				345	
8:45	420	1793	289	1181			709	2974	20:45	142	652	207	887			349	1539
9:00	398		262				660		21:00	156		180				336	
9:15	337		202				539		21:15	148		175				323	
9:30	326		223				549		21:30	121		161				282	
9:45	306	1367	209	896			515	2263	21:45	87	512	146	662			233	1174
10:00	284		208				492		22:00	99		140				239	
10:15	276		201				477		22:15	87		114				201	
10:30	279		220				499		22:30	65		96				161	
10:45	270	1109	267	896			537	2005	22:45	70	321	75	425			145	746
11:00	260		210				470		23:00	63		88				151	
11:15	240		248				488		23:15	66		59				125	
11:30	295		232				527		23:30	50		49				99	
11:45	279	1074	284	974			563	2048	23:45	46	225	50	246			96	471
TOTALS		8830		5684				**14514**	**TOTALS**		10129		13552				**23681**
SPLIT %		60.8%		39.2%				**38.0%**	**SPLIT %**		42.8%		57.2%				**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	18,959	19,236	0	0	38,195

AM Peak Hour	7:45	7:45				**7:45**	**PM Peak Hour**	15:30	17:00				**17:00**
AM Pk Volume	1805	1213				**3018**	**PM Pk Volume**	1239	1748				**2957**
Pk Hr Factor	0.964	0.945				**0.991**	**Pk Hr Factor**	0.986	0.956				**0.996**
7 - 9 Volume	3392	2052	0	0		**5444**	**4 - 6 Volume**	2416	3309	0	0		**5725**
7 - 9 Peak Hour	7:45	7:45				**7:45**	**4 - 6 Peak Hour**	17:00	17:00				**17:00**
7 - 9 Pk Volume	1805	1213	0	0		**3018**	**4 - 6 Pk Volume**	1209	1748	0	0		**2957**
Pk Hr Factor	0.964	0.945	0.000	0.000		**0.991**	**Pk Hr Factor**	0.956	0.956	0.000	0.000		**0.996**

Prepared by National Data & Surveying Services

VOLUME

Aviation Blvd Bet. Manhattan Beach Blvd & Marine Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_025

DAILY TOTALS	NB	SB	EB	WB	Total
	18,512	19,576	0	0	38,088

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	39		37				76		12:00	277		271				548	
0:15	19		37				56		12:15	233		295				528	
0:30	19		28				47		12:30	249		303				552	
0:45	17	94	28	130			45	224	12:45	283	1042	309	1178			592	2220
1:00	16		17				33		13:00	231		320				551	
1:15	18		17				35		13:15	246		297				543	
1:30	18		18				36		13:30	206		339				545	
1:45	11	63	4	56			15	119	13:45	249	932	278	1234			527	2166
2:00	11		11				22		14:00	220		315				535	
2:15	7		7				14		14:15	208		326				534	
2:30	5		10				15		14:30	272		378				650	
2:45	14	37	12	40			26	77	14:45	232	932	351	1370			583	2302
3:00	9		12				21		15:00	255		389				644	
3:15	17		7				24		15:15	260		367				627	
3:30	24		8				32		15:30	282		388				670	
3:45	18	68	17	44			35	112	15:45	233	1030	406	1550			639	2580
4:00	21		10				31		16:00	273		402				675	
4:15	37		17				54		16:15	277		403				680	
4:30	63		29				92		16:30	258		438				696	
4:45	83	204	30	86			113	290	16:45	270	1078	434	1677			704	2755
5:00	83		26				109		17:00	270		451				721	
5:15	129		27				156		17:15	253		456				709	
5:30	183		42				225		17:30	289		456				745	
5:45	198	593	59	154			257	747	17:45	278	1090	437	1800			715	2890
6:00	208		56				264		18:00	223		444				667	
6:15	212		82				294		18:15	233		424				657	
6:30	237		104				341		18:30	240		393				633	
6:45	307	964	154	396			461	1360	18:45	246	942	401	1662			647	2604
7:00	344		151				495		19:00	182		384				566	
7:15	368		193				561		19:15	193		325				518	
7:30	417		251				668		19:30	189		308				497	
7:45	449	1578	289	884			738	2462	19:45	194	758	287	1304			481	2062
8:00	487		265				752		20:00	180		243				423	
8:15	496		263				759		20:15	183		237				420	
8:30	477		295				772		20:30	164		186				350	
8:45	436	1896	296	1119			732	3015	20:45	130	657	195	861			325	1518
9:00	407		251				658		21:00	164		174				338	
9:15	345		185				530		21:15	150		158				308	
9:30	300		215				515		21:30	121		153				274	
9:45	322	1374	192	843			514	2217	21:45	90	525	155	640			245	1165
10:00	252		222				474		22:00	100		119				219	
10:15	275		202				477		22:15	89		113				202	
10:30	260		249				509		22:30	71		92				163	
10:45	261	1048	237	910			498	1958	22:45	76	336	79	403			155	739
11:00	255		204				459		23:00	59		87				146	
11:15	238		260				498		23:15	66		56				122	
11:30	281		243				524		23:30	54		55				109	
11:45	267	1041	279	986			546	2027	23:45	51	230	51	249			102	479
TOTALS		8960		5648				14608	TOTALS		9552		13928				23480
SPLIT %		61.3%		38.7%				38.4%	SPLIT %		40.7%		59.3%				61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	18,512	19,576	0	0	38,088

AM Peak Hour	7:45	11:45				7:45	PM Peak Hour	17:00	17:00				17:00
AM Pk Volume	1909	1148				3021	PM Pk Volume	1090	1800				2890
Pk Hr Factor	0.962	0.947				0.978	Pk Hr Factor	0.943	0.987				0.970
7 - 9 Volume	3474	2003	0	0		5477	4 - 6 Volume	2168	3477	0	0		5645
7 - 9 Peak Hour	7:45	8:00				7:45	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	1909	1119	0	0		3021	4 - 6 Pk Volume	1090	1800	0	0		2890
Pk Hr Factor	0.962	0.945	0.000	0.000		0.978	Pk Hr Factor	0.943	0.987	0.000	0.000		0.970

Prepared by National Data & Surveying Services

VOLUME

Diamond St Bet. Catalina Ave & Prospect Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_026

DAILY TOTALS	NB	SB	EB	WB	Total
	2,048	2,208	0	0	4,256

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		1				4		12:00	24		39				63	
0:15	0		1				1		12:15	26		27				53	
0:30	2		1				3		12:30	30		24				54	
0:45	0	5	1	4			1	9	12:45	28	108	36	126			64	234
1:00	3		2				5		13:00	38		54				92	
1:15	1		0				1		13:15	43		34				77	
1:30	0		0				0		13:30	38		28				66	
1:45	2	6	3	5			5	11	13:45	25	144	33	149			58	293
2:00	0		0				0		14:00	20		31				51	
2:15	0		0				0		14:15	28		31				59	
2:30	0		1				1		14:30	40		32				72	
2:45	0		2	3			2	3	14:45	43	131	44	138			87	269
3:00	0		1				1		15:00	45		51				96	
3:15	1		2				3		15:15	45		53				98	
3:30	1		0				1		15:30	70		104				174	
3:45	0	2	0	3			0	5	15:45	53	213	59	267			112	480
4:00	1		1				2		16:00	51		38				89	
4:15	0		3				3		16:15	44		36				80	
4:30	1		3				4		16:30	33		30				63	
4:45	1	3	3	10			4	13	16:45	39	167	41	145			80	312
5:00	3		3				6		17:00	49		38				87	
5:15	0		0				0		17:15	44		38				82	
5:30	2		7				9		17:30	30		41				71	
5:45	4	9	7	17			11	26	17:45	34	157	35	152			69	309
6:00	6		4				10		18:00	34		41				75	
6:15	7		5				12		18:15	22		36				58	
6:30	13		15				28		18:30	30		32				62	
6:45	20	46	27	51			47	97	18:45	42	128	33	142			75	270
7:00	72		82				154		19:00	35		30				65	
7:15	19		21				40		19:15	48		28				76	
7:30	28		32				60		19:30	33		28				61	
7:45	40	159	52	187			92	346	19:45	28	144	29	115			57	259
8:00	73		80				153		20:00	21		22				43	
8:15	88		97				185		20:15	23		14				37	
8:30	35		38				73		20:30	14		12				26	
8:45	23	219	24	239			47	458	20:45	23	81	23	71			46	152
9:00	17		20				37		21:00	20		19				39	
9:15	22		20				42		21:15	9		28				37	
9:30	22		12				34		21:30	7		20				27	
9:45	19	80	23	75			42	155	21:45	7	43	6	73			13	116
10:00	12		26				38		22:00	7		5				12	
10:15	29		25				54		22:15	4		1				5	
10:30	16		33				49		22:30	6		7				13	
10:45	23	80	22	106			45	186	22:45	5	22	1	14			6	36
11:00	25		23				48		23:00	6		4				10	
11:15	18		21				39		23:15	4		3				7	
11:30	20		28				48		23:30	1		1				2	
11:45	25	88	36	108			61	196	23:45	2	13	0	8			2	21
TOTALS		697		808				1505	TOTALS		1351		1400				2751
SPLIT %		46.3%		53.7%				35.4%	SPLIT %		49.1%		50.9%				64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,048	2,208	0	0	4,256

AM Peak Hour	7:45	7:45				7:45	PM Peak Hour	15:15	15:00				15:00
AM Pk Volume	236	267				503	PM Pk Volume	219	267				480
Pk Hr Factor	0.670	0.688				0.680	Pk Hr Factor	0.782	0.642				0.690
7 - 9 Volume	378	426	0	0		804	4 - 6 Volume	324	297	0	0		621
7 - 9 Peak Hour	7:45	7:45				7:45	4 - 6 Peak Hour	16:00	16:45				16:45
7 - 9 Pk Volume	236	267	0	0		503	4 - 6 Pk Volume	167	158	0	0		320
Pk Hr Factor	0.670	0.688	0.000	0.000		0.680	Pk Hr Factor	0.819	0.963	0.000	0.000		0.920

Prepared by NDS/ATD

VOLUME

Manhattan Beach Blvd Bet. Aviation Blvd & Inglewood Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_027

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,674	15,899	32,573

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			25		15		40		12:00			250		208		458	
00:15			15		11		26		12:15			246		243		489	
00:30			21		9		30		12:30			243		195		438	
00:45			13	74	8	43	21	117	12:45			265	1004	255	901	520	1905
01:00			22		11		33		13:00			249		195		444	
01:15			6		3		9		13:15			281		216		497	
01:30			8		10		18		13:30			295		187		482	
01:45			7	43	7	31	14	74	13:45			345	1170	214	812	559	1982
02:00			4		6		10		14:00			302		208		510	
02:15			11		17		28		14:15			376		201		577	
02:30			6		18		24		14:30			401		183		584	
02:45			11	32	33	74	44	106	14:45			371	1450	233	825	604	2275
03:00			8		48		56		15:00			398		215		613	
03:15			8		52		60		15:15			441		210		651	
03:30			15		56		71		15:30			437		235		672	
03:45			23	54	108	264	131	318	15:45			353	1629	218	878	571	2507
04:00			35		103		138		16:00			404		211		615	
04:15			35		98		133		16:15			433		189		622	
04:30			35		123		158		16:30			422		237		659	
04:45			52	157	161	485	213	642	16:45			415	1674	208	845	623	2519
05:00			48		194		242		17:00			414		198		612	
05:15			74		185		259		17:15			391		227		618	
05:30			86		221		307		17:30			329		190		519	
05:45			109	317	271	871	380	1188	17:45			326	1460	193	808	519	2268
06:00			105		297		402		18:00			254		155		409	
06:15			121		326		447		18:15			280		159		439	
06:30			152		362		514		18:30			243		159		402	
06:45			170	548	398	1383	568	1931	18:45			211	988	175	648	386	1636
07:00			202		399		601		19:00			188		138		326	
07:15			231		359		590		19:15			201		160		361	
07:30			195		379		574		19:30			147		138		285	
07:45			201	829	378	1515	579	2344	19:45			129	665	155	591	284	1256
08:00			189		364		553		20:00			120		103		223	
08:15			195		318		513		20:15			115		99		214	
08:30			193		330		523		20:30			131		83		214	
08:45			197	774	303	1315	500	2089	20:45			110	476	89	374	199	850
09:00			170		277		447		21:00			99		76		175	
09:15			190		227		417		21:15			125		63		188	
09:30			179		217		396		21:30			94		38		132	
09:45			233	772	239	960	472	1732	21:45			72	390	36	213	108	603
10:00			213		224		437		22:00			51		46		97	
10:15			220		245		465		22:15			45		28		73	
10:30			217		235		452		22:30			43		21		64	
10:45			233	883	257	961	490	1844	22:45			32	171	16	111	48	282
11:00			251		250		501		23:00			37		26		63	
11:15			255		218		473		23:15			32		18		50	
11:30			254		226		480		23:30			40		14		54	
11:45			219	979	233	927	452	1906	23:45			26	135	6	64	32	199
TOTALS				5462		8829		14291	TOTALS				11212		7070		18282
SPLIT %				38.2%		61.8%		43.9%	SPLIT %				61.3%		38.7%		56.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,674	15,899	32,573

AM Peak Hour			10:45	06:45	07:00	PM Peak Hour			16:15	12:00	14:45
AM Pk Volume			993	1535	2344	PM Pk Volume			1684	901	2540
Pk Hr Factor			0.974	0.962	0.975	Pk Hr Factor			0.972	0.883	0.945
7 - 9 Volume	0	0	1603	2830	4433	4 - 6 Volume	0	0	3134	1653	4787
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:15	16:30	16:00
7 - 9 Pk Volume	0	0	829	1515	2344	4 - 6 Pk Volume	0	0	1684	870	2519
Pk Hr Factor	0.000	0.000	0.897	0.949	0.975	Pk Hr Factor	0.000	0.000	0.972	0.918	0.956

Prepared by NDS/ATD

VOLUME

Palos Verdes Blvd Bet. Pacific Coast Hwy & East City Limit

Day: Wednesday
Date: 9/21/2022

City: Redondo Beach
Project #: CA22_020254_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,632	6,173	12,805

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		7		14		12:00			120		91		211	
00:15			3		4		7		12:15			101		96		197	
00:30			2		6		8		12:30			128		96		224	
00:45			1	13	3	20	4	33	12:45			111	460	93	376	204	836
01:00			1		3		4		13:00			110		98		208	
01:15			0		2		2		13:15			115		110		225	
01:30			2		4		6		13:30			122		115		237	
01:45			6	9	1	10	7	19	13:45			113	460	116	439	229	899
02:00			2		3		5		14:00			142		126		268	
02:15			2		1		3		14:15			158		113		271	
02:30			2		1		3		14:30			159		122		281	
02:45			2	8	2	7	4	15	14:45			174	633	101	462	275	1095
03:00			3		2		5		15:00			130		139		269	
03:15			3		3		6		15:15			149		100		249	
03:30			8		4		12		15:30			134		128		262	
03:45			7	21	7	16	14	37	15:45			136	549	144	511	280	1060
04:00			15		6		21		16:00			124		156		280	
04:15			12		6		18		16:15			143		122		265	
04:30			14		8		22		16:30			91		145		236	
04:45			20	61	11	31	31	92	16:45			128	486	119	542	247	1028
05:00			24		19		43		17:00			111		125		236	
05:15			23		26		49		17:15			95		112		207	
05:30			43		33		76		17:30			99		95		194	
05:45			38	128	57	135	95	263	17:45			87	392	115	447	202	839
06:00			52		55		107		18:00			88		103		191	
06:15			78		65		143		18:15			118		82		200	
06:30			88		93		181		18:30			71		81		152	
06:45			112	330	134	347	246	677	18:45			69	346	83	349	152	695
07:00			127		120		247		19:00			58		65		123	
07:15			121		121		242		19:15			59		74		133	
07:30			118		131		249		19:30			48		56		104	
07:45			123	489	128	500	251	989	19:45			51	216	52	247	103	463
08:00			104		101		205		20:00			42		53		95	
08:15			98		100		198		20:15			46		35		81	
08:30			89		106		195		20:30			30		32		62	
08:45			124	415	87	394	211	809	20:45			46	164	24	144	70	308
09:00			97		85		182		21:00			34		21		55	
09:15			98		90		188		21:15			36		20		56	
09:30			98		72		170		21:30			17		20		37	
09:45			119	412	94	341	213	753	21:45			14	101	15	76	29	177
10:00			99		83		182		22:00			18		14		32	
10:15			94		66		160		22:15			13		8		21	
10:30			131		86		217		22:30			11		12		23	
10:45			109	433	91	326	200	759	22:45			4	46	3	37	7	83
11:00			94		110		204		23:00			8		5		13	
11:15			134		99		233		23:15			7		4		11	
11:30			105		99		204		23:30			9		7		16	
11:45			98	431	88	396	186	827	23:45			5	29	4	20	9	49
TOTALS				2750		2523		5273	TOTALS				3882		3650		7532
SPLIT %				52.2%		47.8%		41.2%	SPLIT %				51.5%		48.5%		58.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,632	6,173	12,805

AM Peak Hour			07:00	06:45	07:00	PM Peak Hour			14:00	15:45	14:15
AM Pk Volume			489	506	989	PM Pk Volume			633	567	1096
Pk Hr Factor			0.963	0.944	0.985	Pk Hr Factor			0.909	0.909	0.975
7 - 9 Volume	0	0	904	894	1798	4 - 6 Volume	0	0	878	989	1867
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	489	500	989	4 - 6 Pk Volume	0	0	486	542	1028
Pk Hr Factor	0.000	0.000	0.963	0.954	0.985	Pk Hr Factor	0.000	0.000	0.850	0.869	0.918

Prepared by NDS/ATD

VOLUME

Phelan Ln Bet. Lilianthal Ln & 190th St

Day: Wednesday
Date: 9/21/2022

City: Redondo Beach
Project #: CA22_020254_029

DAILY TOTALS	NB	SB	EB	WB	Total
	1,184	533	0	0	1,717

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	12		6				18	
00:15	0		0				0		12:15	26		6				32	
00:30	0		1				1		12:30	23		7				30	
00:45	1	1	0	1			1	2	12:45	18	79	18	37			36	116
01:00	0		0				0		13:00	19		4				23	
01:15	1		0				1		13:15	19		10				29	
01:30	0		0				0		13:30	21		4				25	
01:45	0	1	0				0	1	13:45	27	86	15	33			42	119
02:00	0		0				0		14:00	20		19				39	
02:15	0		0				0		14:15	19		21				40	
02:30	0		0				0		14:30	27		14				41	
02:45	1	1	1	1			2	2	14:45	40	106	10	64			50	170
03:00	1		0				1		15:00	31		7				38	
03:15	1		0				1		15:15	29		8				37	
03:30	0		0				0		15:30	29		6				35	
03:45	0	2	0				0	2	15:45	37	126	13	34			50	160
04:00	1		0				1		16:00	37		10				47	
04:15	1		0				1		16:15	23		14				37	
04:30	1		2				3		16:30	36		10				46	
04:45	0	3	3	5			3	8	16:45	26	122	12	46			38	168
05:00	3		4				7		17:00	22		10				32	
05:15	1		2				3		17:15	17		3				20	
05:30	2		4				6		17:30	25		7				32	
05:45	12	18	7	17			19	35	17:45	14	78	9	29			23	107
06:00	4		9				13		18:00	14		7				21	
06:15	22		7				29		18:15	29		5				34	
06:30	21		10				31		18:30	24		1				25	
06:45	36	83	17	43			53	126	18:45	10	77	6	19			16	96
07:00	32		21				53		19:00	12		3				15	
07:15	32		18				50		19:15	5		3				8	
07:30	21		15				36		19:30	9		4				13	
07:45	18	103	12	66			30	169	19:45	9	35	1	11			10	46
08:00	14		8				22		20:00	13		0				13	
08:15	14		8				22		20:15	4		5				9	
08:30	11		8				19		20:30	4		1				5	
08:45	12	51	13	37			25	88	20:45	5	26	4	10			9	36
09:00	14		2				16		21:00	3		0				3	
09:15	13		2				15		21:15	4		1				5	
09:30	12		6				18		21:30	1		1				2	
09:45	14	53	6	16			20	69	21:45	0	8	0	2			0	10
10:00	13		5				18		22:00	1		0				1	
10:15	17		10				27		22:15	3		1				4	
10:30	12		3				15		22:30	0		3				3	
10:45	16	58	11	29			27	87	22:45	2	6	0	4			2	10
11:00	13		9				22		23:00	0		0				0	
11:15	20		8				28		23:15	0		1				1	
11:30	16		5				21		23:30	0		0				0	
11:45	12	61	6	28			18	89	23:45	0		0	1			0	1
TOTALS		435		243				**678**	**TOTALS**		749		290				**1039**
SPLIT %		64.2%		35.8%				**39.5%**	**SPLIT %**		72.1%		27.9%				**60.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,184	533	0	0	1,717

AM Peak Hour	06:30	06:45				**06:45**	**PM Peak Hour**	15:45	13:45				**15:45**
AM Pk Volume	121	71				**192**	**PM Pk Volume**	133	69				**180**
Pk Hr Factor	0.840	0.845				**0.906**	**Pk Hr Factor**	0.899	0.821				**0.900**
7 - 9 Volume	154	103	0	0		**257**	**4 - 6 Volume**	200	75	0	0		**275**
7 - 9 Peak Hour	07:00	07:00				**07:00**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	103	66	0	0		**169**	**4 - 6 Pk Volume**	122	46	0	0		**168**
Pk Hr Factor	0.805	0.786	0.000	0.000		**0.797**	**Pk Hr Factor**	0.824	0.821	0.000	0.000		**0.894**

Prepared by NDS/ATD

VOLUME

Prospect Ave Bet. Pacific Coast Hwy & Palos Verdes Blvd

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_030

DAILY TOTALS	NB	SB	EB	WB	Total
	3,546	6,566	0	0	10,112

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		2				6		12:00	53		97				150	
00:15	3		0				3		12:15	56		139				195	
00:30	2		5				7		12:30	49		106				155	
00:45	1	10	3	10			4	20	12:45	45	203	98	440			143	643
01:00	1		3				4		13:00	53		92				145	
01:15	1		2				3		13:15	77		124				201	
01:30	1		1				2		13:30	58		118				176	
01:45	1	4	1	7			2	11	13:45	62	250	128	462			190	712
02:00	2		2				4		14:00	76		112				188	
02:15	0		1				1		14:15	62		139				201	
02:30	2		3				5		14:30	76		145				221	
02:45	0	4	3	9			3	13	14:45	98	312	166	562			264	874
03:00	1		0				1		15:00	84		178				262	
03:15	3		2				5		15:15	80		134				214	
03:30	3		6				9		15:30	81		115				196	
03:45	1	8	6	14			7	22	15:45	89	334	125	552			214	886
04:00	2		13				15		16:00	86		109				195	
04:15	4		16				20		16:15	90		162				252	
04:30	8		18				26		16:30	68		99				167	
04:45	10	24	19	66			29	90	16:45	52	296	106	476			158	772
05:00	13		25				38		17:00	60		87				147	
05:15	12		28				40		17:15	58		126				184	
05:30	14		32				46		17:30	51		83				134	
05:45	27	66	38	123			65	189	17:45	61	230	83	379			144	609
06:00	32		62				94		18:00	45		96				141	
06:15	49		60				109		18:15	49		100				149	
06:30	73		94				167		18:30	56		86				142	
06:45	87	241	126	342			213	583	18:45	33	183	85	367			118	550
07:00	75		135				210		19:00	40		62				102	
07:15	73		175				248		19:15	41		67				108	
07:30	45		135				180		19:30	33		55				88	
07:45	61	254	147	592			208	846	19:45	25	139	48	232			73	371
08:00	60		119				179		20:00	23		50				73	
08:15	56		103				159		20:15	24		46				70	
08:30	52		106				158		20:30	27		29				56	
08:45	46	214	108	436			154	650	20:45	15	89	30	155			45	244
09:00	39		83				122		21:00	16		24				40	
09:15	41		99				140		21:15	14		24				38	
09:30	43		75				118		21:30	3		25				28	
09:45	48	171	118	375			166	546	21:45	8	41	10	83			18	124
10:00	59		104				163		22:00	3		13				16	
10:15	52		98				150		22:15	3		7				10	
10:30	43		106				149		22:30	6		10				16	
10:45	61	215	87	395			148	610	22:45	0	12	7	37			7	49
11:00	59		109				168		23:00	2		2				4	
11:15	51		119				170		23:15	1		7				8	
11:30	63		105				168		23:30	4		9				13	
11:45	63	236	98	431			161	667	23:45	3	10	3	21			6	31
TOTALS		1447		2800				**4247**	**TOTALS**		2099		3766				**5865**
SPLIT %		34.1%		65.9%				**42.0%**	**SPLIT %**		35.8%		64.2%				**58.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,546	6,566	0	0	10,112

AM Peak Hour	06:30	07:00				**06:45**	**PM Peak Hour**	15:30	14:15				**14:30**
AM Pk Volume	308	592				**851**	**PM Pk Volume**	346	628				**961**
Pk Hr Factor	0.885	0.846				**0.858**	**Pk Hr Factor**	0.961	0.882				**0.910**
7 - 9 Volume	468	1028	0	0		**1496**	**4 - 6 Volume**	526	855	0	0		**1381**
7 - 9 Peak Hour	07:00	07:00				**07:00**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	254	592	0	0		**846**	**4 - 6 Pk Volume**	296	476	0	0		**772**
Pk Hr Factor	0.847	0.846	0.000	0.000		**0.853**	**Pk Hr Factor**	0.822	0.735	0.000	0.000		**0.766**

Prepared by NDS/ATD

VOLUME

Prospect Ave Bet. Palos Verdes Blvd & Camino Real

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_031

DAILY TOTALS	NB	SB	EB	WB	Total
	5,299	5,505	0	0	10,804

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		3				6		12:00	64		73				137	
00:15	2		4				6		12:15	72		104				176	
00:30	2		3				5		12:30	82		92				174	
00:45	2	9	6	16			8	25	12:45	63	281	87	356			150	637
01:00	1		3				4		13:00	70		90				160	
01:15	0		0				0		13:15	82		109				191	
01:30	1		2				3		13:30	90		69				159	
01:45	1	3	3	8			4	11	13:45	124	366	76	344			200	710
02:00	0		0				0		14:00	120		114				234	
02:15	0		2				2		14:15	110		147				257	
02:30	2		0				2		14:30	84		101				185	
02:45	0	2	0	2			0	4	14:45	137	451	129	491			266	942
03:00	2		2				4		15:00	108		107				215	
03:15	4		4				8		15:15	134		108				242	
03:30	7		1				8		15:30	115		125				240	
03:45	6	19	2	9			8	28	15:45	125	482	107	447			232	929
04:00	8		4				12		16:00	128		115				243	
04:15	11		3				14		16:15	110		133				243	
04:30	12		6				18		16:30	107		142				249	
04:45	19	50	12	25			31	75	16:45	82	427	140	530			222	957
05:00	17		9				26		17:00	87		126				213	
05:15	20		10				30		17:15	79		117				196	
05:30	25		26				51		17:30	79		108				187	
05:45	40	102	29	74			69	176	17:45	93	338	117	468			210	806
06:00	76		38				114		18:00	74		98				172	
06:15	65		68				133		18:15	52		86				138	
06:30	139		97				236		18:30	76		70				146	
06:45	175	455	131	334			306	789	18:45	61	263	69	323			130	586
07:00	150		107				257		19:00	48		66				114	
07:15	121		92				213		19:15	48		58				106	
07:30	89		84				173		19:30	37		57				94	
07:45	103	463	77	360			180	823	19:45	36	169	55	236			91	405
08:00	94		90				184		20:00	28		36				64	
08:15	77		68				145		20:15	38		40				78	
08:30	60		77				137		20:30	33		38				71	
08:45	63	294	55	290			118	584	20:45	26	125	25	139			51	264
09:00	71		70				141		21:00	22		25				47	
09:15	53		59				112		21:15	16		20				36	
09:30	65		87				152		21:30	17		12				29	
09:45	73	262	62	278			135	540	21:45	8	63	7	64			15	127
10:00	84		80				164		22:00	9		18				27	
10:15	76		67				143		22:15	4		12				16	
10:30	92		94				186		22:30	3		10				13	
10:45	79	331	78	319			157	650	22:45	4	20	6	46			10	66
11:00	84		69				153		23:00	3		3				6	
11:15	73		96				169		23:15	2		7				9	
11:30	73		82				155		23:30	4		3				7	
11:45	82	312	83	330			165	642	23:45	3	12	3	16			6	28
TOTALS		2302		2045				**4347**	**TOTALS**		2997		3460				**6457**
SPLIT %		53.0%		47.0%				**40.2%**	**SPLIT %**		46.4%		53.6%				**59.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	5,299	5,505	0	0	10,804

AM Peak Hour	06:30	06:30					**06:30**		**PM Peak Hour**	15:15	16:15					**15:45**		
AM Pk Volume	585	427					**1012**		**PM Pk Volume**	502	541					**967**		
Pk Hr Factor	0.836	0.815					**0.827**		**Pk Hr Factor**	0.937	0.952					**0.971**		
7 - 9 Volume	757	650	0	0			**1407**		**4 - 6 Volume**	765	998	0	0			**1763**		
7 - 9 Peak Hour	07:00	07:00					**07:00**		**4 - 6 Peak Hour**	16:00	16:15					**16:00**		
7 - 9 Pk Volume	463	360	0	0			**823**		**4 - 6 Pk Volume**	427	541	0	0			**957**		
Pk Hr Factor	0.772	0.841	0.000	0.000			**0.801**		**Pk Hr Factor**	0.834	0.952	0.000	0.000			**0.961**		

Prepared by NDS/ATD

VOLUME

Prospect Ave Bet. Camino Real & Torrance Blvd

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_032

DAILY TOTALS	NB	SB	EB	WB	Total
	7,762	8,104	0	0	15,866

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		6				12		12:00	102		135				237	
00:15	5		9				14		12:15	85		139				224	
00:30	4		4				8		12:30	109		106				215	
00:45	2	17	5	24			7	41	12:45	103	399	136	516			239	915
01:00	2		4				6		13:00	107		107				214	
01:15	2		1				3		13:15	127		123				250	
01:30	2		4				6		13:30	139		113				252	
01:45	2	8	6	15			8	23	13:45	167	540	119	462			286	1002
02:00	2		2				4		14:00	145		170				315	
02:15	0		2				2		14:15	153		194				347	
02:30	3		1				4		14:30	151		151				302	
02:45	3	8	2	7			5	15	14:45	153	602	222	737			375	1339
03:00	2		1				3		15:00	161		180				341	
03:15	6		6				12		15:15	157		161				318	
03:30	9		1				10		15:30	162		159				321	
03:45	13	30	6	14			19	44	15:45	164	644	169	669			333	1313
04:00	10		9				19		16:00	161		178				339	
04:15	18		5				23		16:15	166		201				367	
04:30	14		7				21		16:30	134		207				341	
04:45	36	78	17	38			53	116	16:45	150	611	217	803			367	1414
05:00	36		20				56		17:00	145		199				344	
05:15	38		15				53		17:15	135		160				295	
05:30	44		29				73		17:30	104		186				290	
05:45	89	207	42	106			131	313	17:45	146	530	139	684			285	1214
06:00	104		67				171		18:00	104		144				248	
06:15	115		94				209		18:15	92		129				221	
06:30	208		108				316		18:30	88		89				177	
06:45	297	724	197	466			494	1190	18:45	70	354	105	467			175	821
07:00	182		195				377		19:00	82		94				176	
07:15	216		138				354		19:15	59		99				158	
07:30	164		131				295		19:30	56		65				121	
07:45	138	700	179	643			317	1343	19:45	71	268	70	328			141	596
08:00	142		126				268		20:00	43		61				104	
08:15	126		103				229		20:15	59		63				122	
08:30	97		83				180		20:30	48		53				101	
08:45	101	466	101	413			202	879	20:45	27	177	32	209			59	386
09:00	91		91				182		21:00	29		32				61	
09:15	70		93				163		21:15	27		31				58	
09:30	90		104				194		21:30	18		19				37	
09:45	104	355	98	386			202	741	21:45	14	88	23	105			37	193
10:00	107		121				228		22:00	15		18				33	
10:15	98		94				192		22:15	5		19				24	
10:30	141		119				260		22:30	4		15				19	
10:45	119	465	122	456			241	921	22:45	11	35	12	64			23	99
11:00	113		122				235		23:00	6		7				13	
11:15	111		120				231		23:15	7		10				17	
11:30	114		110				224		23:30	10		5				15	
11:45	88	426	112	464			200	890	23:45	7	30	6	28			13	58
TOTALS		3484		3032				**6516**	**TOTALS**		4278		5072				**9350**
SPLIT %		53.5%		46.5%				**41.1%**	**SPLIT %**		45.8%		54.2%				**58.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	7,762	8,104	0	0	15,866

AM Peak Hour	06:30	06:45				**06:30**	**PM Peak Hour**	15:30	16:15				**16:15**
AM Pk Volume	903	661				**1541**	**PM Pk Volume**	653	824				**1419**
Pk Hr Factor	0.760	0.839				**0.780**	**Pk Hr Factor**	0.983	0.949				**0.967**
7 - 9 Volume	1166	1056	0	0		**2222**	**4 - 6 Volume**	1141	1487	0	0		**2628**
7 - 9 Peak Hour	07:00	07:00				**07:00**	**4 - 6 Peak Hour**	16:00	16:15				**16:15**
7 - 9 Pk Volume	700	643	0	0		**1343**	**4 - 6 Pk Volume**	611	824	0	0		**1419**
Pk Hr Factor	0.810	0.824	0.000	0.000		**0.891**	**Pk Hr Factor**	0.920	0.949	0.000	0.000		**0.967**

Prepared by NDS/ATD

VOLUME

Prospect Ave Bet. Torrance Blvd & Del Amo St

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_033

DAILY TOTALS	NB	SB	EB	WB	Total
	9,827	9,896	0	0	19,723

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		11				15		12:00	131		169				300	
00:15	4		7				11		12:15	118		150				268	
00:30	2		3				5		12:30	130		151				281	
00:45	6	16	5	26			11	42	12:45	129	508	149	619			278	1127
01:00	6		7				13		13:00	147		151				298	
01:15	6		5				11		13:15	152		139				291	
01:30	3		3				6		13:30	150		142				292	
01:45	3	18	4	19			7	37	13:45	178	627	170	602			348	1229
02:00	2		3				5		14:00	198		243				441	
02:15	1		4				5		14:15	211		189				400	
02:30	5		3				8		14:30	177		214				391	
02:45	6	14	4	14			10	28	14:45	185	771	236	882			421	1653
03:00	2		2				4		15:00	204		217				421	
03:15	5		2				7		15:15	194		212				406	
03:30	10		2				12		15:30	196		195				391	
03:45	19	36	5	11			24	47	15:45	208	802	217	841			425	1643
04:00	14		4				18		16:00	200		219				419	
04:15	16		6				22		16:15	200		229				429	
04:30	29		8				37		16:30	193		259				452	
04:45	45	104	15	33			60	137	16:45	174	767	250	957			424	1724
05:00	48		21				69		17:00	189		247				436	
05:15	53		21				74		17:15	139		208				347	
05:30	61		30				91		17:30	156		205				361	
05:45	113	275	50	122			163	397	17:45	158	642	202	862			360	1504
06:00	140		82				222		18:00	125		170				295	
06:15	131		118				249		18:15	112		155				267	
06:30	185		147				332		18:30	115		136				251	
06:45	303	759	293	640			596	1399	18:45	109	461	151	612			260	1073
07:00	266		201				467		19:00	94		98				192	
07:15	275		161				436		19:15	80		127				207	
07:30	204		163				367		19:30	82		78				160	
07:45	205	950	189	714			394	1664	19:45	83	339	75	378			158	717
08:00	199		128				327		20:00	66		80				146	
08:15	184		115				299		20:15	72		64				136	
08:30	134		123				257		20:30	52		65				117	
08:45	132	649	147	513			279	1162	20:45	46	236	40	249			86	485
09:00	143		118				261		21:00	34		38				72	
09:15	102		107				209		21:15	25		36				61	
09:30	129		128				257		21:30	14		25				39	
09:45	138	512	116	469			254	981	21:45	19	92	30	129			49	221
10:00	146		112				258		22:00	20		23				43	
10:15	141		117				258		22:15	9		38				47	
10:30	168		137				305		22:30	9		17				26	
10:45	151	606	142	508			293	1114	22:45	7	45	12	90			19	135
11:00	134		153				287		23:00	9		8				17	
11:15	135		152				287		23:15	6		11				17	
11:30	169		128				297		23:30	9		10				19	
11:45	128	566	137	570			265	1136	23:45	8	32	7	36			15	68
TOTALS		4505		3639				**8144**	**TOTALS**		5322		6257				**11579**
SPLIT %		55.3%		44.7%				**41.3%**	**SPLIT %**		46.0%		54.0%				**58.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	9,827	9,896	0	0	19,723

AM Peak Hour	06:45	06:45						**06:45**	**PM Peak Hour**	15:30	16:15							**16:15**
AM Pk Volume	1048	818						**1866**	**PM Pk Volume**	804	985							**1741**
Pk Hr Factor	0.865	0.698						**0.783**	**Pk Hr Factor**	0.966	0.951							**0.963**
7 - 9 Volume	1599	1227	0	0				**2826**	**4 - 6 Volume**	1409	1819	0	0					**3228**
7 - 9 Peak Hour	07:00	07:00						**07:00**	**4 - 6 Peak Hour**	16:00	16:15							**16:15**
7 - 9 Pk Volume	950	714	0	0				**1664**	**4 - 6 Pk Volume**	767	985	0	0					**1741**
Pk Hr Factor	0.864	0.888	0.000	0.000				**0.891**	**Pk Hr Factor**	0.959	0.951	0.000	0.000					**0.963**

Prepared by NDS/ATD

VOLUME

Prospect Ave Bet. Del Amo St & Anita St/190th St

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_034

DAILY TOTALS	NB	SB	EB	WB	Total
	9,813	8,938	0	0	18,751

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		5				8		12:00	147		140				287	
00:15	5		9				14		12:15	124		136				260	
00:30	2		6				8		12:30	133		135				268	
00:45	3	13	4	24			7	37	12:45	153	557	131	542			284	1099
01:00	5		6				11		13:00	112		132				244	
01:15	3		4				7		13:15	167		125				292	
01:30	2		1				3		13:30	174		130				304	
01:45	3	13	3	14			6	27	13:45	170	623	201	588			371	1211
02:00	0		1				1		14:00	216		207				423	
02:15	1		1				2		14:15	208		208				416	
02:30	3		5				8		14:30	183		218				401	
02:45	9	13	1	8			10	21	14:45	289	896	211	844			500	1740
03:00	2		1				3		15:00	225		174				399	
03:15	5		1				6		15:15	200		202				402	
03:30	4		2				6		15:30	203		189				392	
03:45	8	19	3	7			11	26	15:45	210	838	200	765			410	1603
04:00	19		1				20		16:00	194		201				395	
04:15	13		6				19		16:15	220		183				403	
04:30	13		6				19		16:30	179		251				430	
04:45	31	76	17	30			48	106	16:45	175	768	241	876			416	1644
05:00	30		14				44		17:00	196		230				426	
05:15	37		10				47		17:15	189		189				378	
05:30	55		38				93		17:30	154		173				327	
05:45	82	204	56	118			138	322	17:45	132	671	197	789			329	1460
06:00	129		145				274		18:00	123		158				281	
06:15	183		112				295		18:15	112		129				241	
06:30	170		149				319		18:30	117		117				234	
06:45	262	744	223	629			485	1373	18:45	116	468	128	532			244	1000
07:00	281		182				463		19:00	103		81				184	
07:15	242		223				465		19:15	96		102				198	
07:30	269		134				403		19:30	75		67				142	
07:45	191	983	137	676			328	1659	19:45	76	350	66	316			142	666
08:00	179		105				284		20:00	61		58				119	
08:15	137		96				233		20:15	77		58				135	
08:30	136		108				244		20:30	47		61				108	
08:45	142	594	144	453			286	1047	20:45	52	237	24	201			76	438
09:00	125		104				229		21:00	29		40				69	
09:15	103		98				201		21:15	27		36				63	
09:30	125		111				236		21:30	11		25				36	
09:45	113	466	93	406			206	872	21:45	11	78	25	126			36	204
10:00	144		84				228		22:00	11		11				22	
10:15	130		118				248		22:15	12		19				31	
10:30	171		113				284		22:30	8		14				22	
10:45	146	591	120	435			266	1026	22:45	6	37	8	52			14	89
11:00	137		103				240		23:00	7		9				16	
11:15	137		134				271		23:15	7		11				18	
11:30	154		110				264		23:30	9		8				17	
11:45	116	544	126	473			242	1017	23:45	7	30	6	34			13	64
TOTALS		4260		3273				**7533**	**TOTALS**		5553		5665				**11218**
SPLIT %		56.6%		43.4%				**40.2%**	**SPLIT %**		49.5%		50.5%				**59.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	9,813	8,938	0	0	18,751

AM Peak Hour	06:45	06:30					**06:45**		**PM Peak Hour**	14:45	16:30					**14:00**		
AM Pk Volume	1054	777					**1816**		**PM Pk Volume**	917	911					**1740**		
Pk Hr Factor	0.938	0.871					**0.936**		**Pk Hr Factor**	0.793	0.907					**0.870**		
7 - 9 Volume	1577	1129	0	0			**2706**		**4 - 6 Volume**	1439	1665			0	0	**3104**		
7 - 9 Peak Hour	07:00	07:00					**07:00**		**4 - 6 Peak Hour**	16:15	16:30					**16:15**		
7 - 9 Pk Volume	983	676	0	0			**1659**		**4 - 6 Pk Volume**	770	911			0	0	**1675**		
Pk Hr Factor	0.875	0.758	0.000	0.000			**0.892**		**Pk Hr Factor**	0.875	0.907			0.000	0.000	**0.974**		

Prepared by NDS/ATD

VOLUME

Esplanade Bet. Paseo De La Playa & Knob Hill Ave

Day: Wednesday
Date: 9/21/2022

City: Redondo Beach
Project #: CA22_020254_035

DAILY TOTALS	NB	SB	EB	WB	Total
	2,774	2,836	0	0	5,610

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		1				4		12:00	50		39				89	
00:15	0		3				3		12:15	47		48				95	
00:30	1		1				2		12:30	51		40				91	
00:45	5	9	0	5			5	14	12:45	50	198	52	179			102	377
01:00	0		1				1		13:00	46		45				91	
01:15	0		1				1		13:15	40		48				88	
01:30	0		0				0		13:30	43		56				99	
01:45	1	1	2	4			3	5	13:45	37	166	48	197			85	363
02:00	2		3				5		14:00	53		48				101	
02:15	4		0				4		14:15	57		60				117	
02:30	0		1				1		14:30	47		42				89	
02:45	1	7	2	6			3	13	14:45	62	219	62	212			124	431
03:00	2		0				2		15:00	44		59				103	
03:15	2		0				2		15:15	46		49				95	
03:30	5		0				5		15:30	51		67				118	
03:45	5	14	0				5	14	15:45	45	186	59	234			104	420
04:00	1		1				2		16:00	52		65				117	
04:15	4		1				5		16:15	48		61				109	
04:30	7		3				10		16:30	50		58				108	
04:45	5	17	4	9			9	26	16:45	52	202	67	251			119	453
05:00	7		5				12		17:00	46		62				108	
05:15	7		6				13		17:15	33		56				89	
05:30	14		15				29		17:30	42		68				110	
05:45	22	50	27	53			49	103	17:45	39	160	79	265			118	425
06:00	28		24				52		18:00	55		78				133	
06:15	21		23				44		18:15	54		60				114	
06:30	41		33				74		18:30	34		47				81	
06:45	45	135	28	108			73	243	18:45	30	173	32	217			62	390
07:00	47		34				81		19:00	25		26				51	
07:15	67		40				107		19:15	25		37				62	
07:30	47		41				88		19:30	14		26				40	
07:45	46	207	37	152			83	359	19:45	21	85	29	118			50	203
08:00	46		30				76		20:00	24		22				46	
08:15	52		48				100		20:15	17		24				41	
08:30	64		25				89		20:30	11		16				27	
08:45	56	218	35	138			91	356	20:45	20	72	13	75			33	147
09:00	56		40				96		21:00	14		13				27	
09:15	53		47				100		21:15	11		15				26	
09:30	50		36				86		21:30	8		7				15	
09:45	41	200	50	173			91	373	21:45	5	38	8	43			13	81
10:00	46		54				100		22:00	8		5				13	
10:15	57		47				104		22:15	5		4				9	
10:30	37		43				80		22:30	6		5				11	
10:45	45	185	54	198			99	383	22:45	5	24	2	16			7	40
11:00	48		49				97		23:00	2		2				4	
11:15	49		37				86		23:15	4		1				5	
11:30	51		42				93		23:30	1		1				2	
11:45	51	199	45	173			96	372	23:45	2	9	6	10			8	19
TOTALS		1242		1019				**2261**	**TOTALS**		1532		1817				**3349**
SPLIT %		54.9%		45.1%				**40.3%**	**SPLIT %**		45.7%		54.3%				**59.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,774	2,836	0	0	5,610

AM Peak Hour	08:30	10:00				**10:00**	**PM Peak Hour**	14:00	17:30				**17:30**
AM Pk Volume	229	198				**383**	**PM Pk Volume**	219	285				**475**
Pk Hr Factor	0.895	0.917				**0.921**	**Pk Hr Factor**	0.883	0.902				**0.893**
7 - 9 Volume	425	290	0	0		**715**	**4 - 6 Volume**	362	516	0	0		**878**
7 - 9 Peak Hour	08:00	07:30				**07:00**	**4 - 6 Peak Hour**	16:00	17:00				**16:00**
7 - 9 Pk Volume	218	156	0	0		**359**	**4 - 6 Pk Volume**	202	265	0	0		**453**
Pk Hr Factor	0.852	0.813	0.000	0.000		**0.839**	**Pk Hr Factor**	0.971	0.839	0.000	0.000		**0.952**

Prepared by NDS/ATD

VOLUME

Esplanade Bet. Knob Hill Ave & Catalina Ave

Day: Tuesday
Date: 9/13/2022

City: Redondo Beach
Project #: CA22_020254_036

DAILY TOTALS	NB	SB	EB	WB	Total
	2,248	2,643	0	0	4,891

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		3				4		12:00	35		36				71	
00:15	0		3				3		12:15	42		41				83	
00:30	1		0				1		12:30	36		35				71	
00:45	0	2	0	6			0	8	12:45	28	141	44	156			72	297
01:00	1		0				1		13:00	47		47				94	
01:15	1		2				3		13:15	46		54				100	
01:30	0		1				1		13:30	37		52				89	
01:45	0	2	3	6			3	8	13:45	45	175	45	198			90	373
02:00	0		1				1		14:00	40		43				83	
02:15	2		0				2		14:15	38		57				95	
02:30	0		2				2		14:30	36		52				88	
02:45	1	3	1	4			2	7	14:45	46	160	54	206			100	366
03:00	0		0				0		15:00	34		57				91	
03:15	1		0				1		15:15	34		58				92	
03:30	2		1				3		15:30	43		64				107	
03:45	2	5	1	2			3	7	15:45	37	148	63	242			100	390
04:00	1		1				2		16:00	36		56				92	
04:15	2		3				5		16:15	46		53				99	
04:30	2		1				3		16:30	33		45				78	
04:45	5	10	5	10			10	20	16:45	34	149	57	211			91	360
05:00	7		4				11		17:00	35		67				102	
05:15	9		7				16		17:15	37		68				105	
05:30	27		16				43		17:30	42		68				110	
05:45	15	58	19	46			34	104	17:45	53	167	72	275			125	442
06:00	16		18				34		18:00	50		74				124	
06:15	22		16				38		18:15	48		49				97	
06:30	31		21				52		18:30	55		52				107	
06:45	34	103	33	88			67	191	18:45	40	193	30	205			70	398
07:00	37		34				71		19:00	30		30				60	
07:15	34		24				58		19:15	21		31				52	
07:30	35		30				65		19:30	16		26				42	
07:45	35	141	34	122			69	263	19:45	19	86	37	124			56	210
08:00	50		30				80		20:00	15		22				37	
08:15	37		36				73		20:15	15		18				33	
08:30	33		20				53		20:30	13		13				26	
08:45	46	166	32	118			78	284	20:45	10	53	19	72			29	125
09:00	35		35				70		21:00	12		20				32	
09:15	40		39				79		21:15	8		15				23	
09:30	35		29				64		21:30	10		7				17	
09:45	32	142	49	152			81	294	21:45	4	34	9	51			13	85
10:00	30		33				63		22:00	6		13				19	
10:15	37		30				67		22:15	6		5				11	
10:30	37		46				83		22:30	1		8				9	
10:45	34	138	41	150			75	288	22:45	3	16	3	29			6	45
11:00	32		39				71		23:00	1		1				2	
11:15	46		35				81		23:15	1		1				2	
11:30	36		49				85		23:30	4		4				8	
11:45	36	150	40	163			76	313	23:45	0	6	1	7			1	13
TOTALS		920		867				**1787**	**TOTALS**		1328		1776				**3104**
SPLIT %		51.5%		48.5%				**36.5%**	**SPLIT %**		42.8%		57.2%				**63.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,248	2,643	0	0	4,891

AM Peak Hour	08:00	11:30			**11:30**	**PM Peak Hour**	17:45	17:15			**17:15**
AM Pk Volume	166	166			**315**	**PM Pk Volume**	206	282			**464**
Pk Hr Factor	0.830	0.847			**0.926**	**Pk Hr Factor**	0.936	0.953			**0.928**
7 - 9 Volume	307	240	0	0	**547**	**4 - 6 Volume**	316	486	0	0	**802**
7 - 9 Peak Hour	08:00	07:30			**07:30**	**4 - 6 Peak Hour**	17:00	17:00			**17:00**
7 - 9 Pk Volume	166	130	0	0	**287**	**4 - 6 Pk Volume**	167	275	0	0	**442**
Pk Hr Factor	0.830	0.903	0.000	0.000	**0.897**	**Pk Hr Factor**	0.788	0.955	0.000	0.000	**0.884**