CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
March 2018

CITYWIDE SPEED ZONE SURVEY

ORIGINAL

The attached Engineering and Traffic Speed Surveys were performed under the direction of the City Engineer and in compliance with guidelines contained in the latest editions of the CVC and CAMUTCD.

Attachments:

- ATTACHMENT 1 - Engineering and Traffic Speed Surveys: City Streets excluding state highways and excluding Madrona Avenue from Torrance Blvd to Sepulveda Blvd.
- ATTACHMENT 2 - Engineering and Traffic Speed Surveys: Madrona Avenue from Torrance Blvd to Sepulveda Blvd.

ATTACHMENT 1

Engineering and Traffic Speed Surveys: City Streets excluding state highways and excluding Madrona Avenue from Torrance Blvd to Sepulveda Blvd.

CITYWIDE SPEED ZONE SURVEY
ENGINEERING AND TRAFFIC SURVEYS

Prepared for

March 2018

CITY OF TORRANCE

PREPARED BY

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STATE OF CALIFORNIA

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SECTION 1.0

INTRODUCTION

The purpose of this report is to document the results of an engineering and traffic survey conducted to update the speed limits on the City of Torrance arterial and collector street network. The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries.

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 he or she drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods.

This report contains sufficient information to document that the conditions of the latest edition of the California Vehicle Code Section 627 have been satisfied and that other conditions not readily apparent to a motorist are properly identified. 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. The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the traffic and engineering survey, and this aspect was considered.

According to City records, the last citywide speed zone survey was prepared in 2007. The current study will verify, increase, or decrease existing speed limits within the City of Torrance based on the data and results of this survey.

At 131 locations on the City's network, spot speed surveys were taken 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 2014. Sections of the CA MUTCD detailing regulations for conducting the required "Engineering and Traffic Survey" are presented in **Appendix A** (Section 2B.13). Also in Appendix A are definitions of terms used in speed zone surveys. Excerpts from the CVC regarding regulations governing speed limits are presented in **Appendix B**.

The actual speed zone surveys were conducted by Albert Grover & Associates (AGA). A California registered Traffic Engineer from AGA reviewed the streets.

SECTION 2.0

STUDY METHODOLOGY

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

The arterial and collector 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.

Spot speed surveys, utilizing a calibrated radar gun, were conducted at 131 locations to determine existing vehicular travel speeds. A minimum of 100 observations (when possible) were recorded. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis.

Accident data was tabulated from the City's Crossroads Accident Data for the period from September 1, 2013 to August 31, 2016 (three years) for all roadway segments. The accident rate was calculated and considered in recommending the speed limits accordingly.

SECTION 3.0

SURVEY RESULTS

3.1 STREET SURVEILLANCE

"Speed Limit Sign (R2-1)," Section 2B.13 of the CA MUTCD 2014, states the following,

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.

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. Mark Miller, P.E, Principal-in-Charge, who is a registered Civil and Traffic Engineer in the State of California. The roadway characteristics, conditions not readily apparent to the driver, type of area adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, etc.) were reviewed as part of the study. The roadway characteristics reviewed were used to determine if any physical conditions warranted consideration of an *additional* five mile per hour reduction of the recommended speed in accordance with CVC Section 627.

The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Speed Survey Summary sheets in **Appendix C** (in a separate binder).

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 City's Crossroads Accident Data collected from September 1, 2013 to August 31, 2016, mid-block accident rates were calculated for each street surveyed.

The results of the accident rate calculations, including the Expected Accident Rates for each type of roadway facility are shown in **Table 1** and in the Engineering and Speed Survey Summary sheets. The Expected Accident Rates (in the table below) are based on the Caltrans 2014 Collision Data on California State Highways.

5-6 lanes, divided	1.48	4 lanes, undivided, ≥ 45 mph	1.92
5-6 lanes, undivided, ≥ 45 mph	1.07	4 lanes, undivided, < 45 mph	2.04
5-6 lanes, undivided, < 45 mph	4.74	3 lanes, undivided, < 45 mph	1.57
4 lanes, divided, ≥ 45 mph	1.45	2 lanes, undivided, < 45 mph	2.21
4 lanes, divided, < 45 mph	2.22	2 lanes, undivided, < 45 mph, suburban	2.39

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

Accident Rate Calculation:

The rate was calculated using the following equation:

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

Where: Number of mid-block accidents based on three years (September 1, 2013 to August 31, 2016), 24-hour volume (both directions) in the survey segment and segment length in miles.

Example:

Accident rate on: Crenshaw Boulevard between Torrance Boulevard and Carson Street

$$\text{Accident Rate} = \frac{3 \times 10^6}{49{,}000 \times 365 \times 0.35 \times 3}$$

= **0.24 accidents per million vehicle miles (A/MVM)**

The Average Expected Accident Rate for the segment is 2.30. The calculated accident rate of 0.24 is below the expected rate for this segment.

3.3 SPOT SPEED SURVEY

Spot speed surveys were conducted at each street segment 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 near the 85th percentile speed recorded 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 further reduction in establishing reasonable and effective speed limits.

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

The Engineering and Speed Survey Summary sheets for each of the 131 sections surveyed contain the following information collected and data which was calculated for the radar speed survey:

- Posted speed limit
- Direction of survey
- Date and time of speed survey
- 50th Percentile speed
- 85th 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. In addition, **Table 2** displays the spot speed survey summary for all segments considered for this report.

City of Torrance
Table 1. 2017 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	2017 ADT	Accidents[1] 3 yrs Total	Accident Rate	Expected[2] Acc. Rate
182nd Street	1	Kingsdale Ave to Hawthorne Blvd	0.18	930	11,331	1	0.45	1.57
	2	Hawthorne Blvd to Prairie Ave	0.50	2,641	16,119	3	0.34	2.04
	3	Prairie Ave to Yukon Ave	0.50	2,629	16,381	8	0.89	2.04
	4	Yukon Ave to Crenshaw Blvd	0.51	2,718	17,718	3	0.30	2.04
	5	Crenshaw Blvd to Van Ness Ave	0.50	2,629	15,396	6	0.71	2.04
	6	Van Ness Ave to Western Ave	0.50	2,629	18,973	3	0.29	2.04
190th Street	7	West City Limit (Beryl St) to Anza Ave	0.54	2,830	37,924	6	0.27	2.04
	8	Anza Ave to Inglewood Ave	0.23	1,233	38,841	8	0.82	2.04
	9	Inglewood Ave to Hawthorne Blvd	0.45	2,399	43,219	3	0.14	2.04
	10	Hawthorne Blvd to Prairie Ave	0.56	2,955	32,642	13	0.65	4.74
	11	Prairie Ave to Yukon Ave	0.50	2,629	32,919	2	0.11	1.07
	12	Yukon Ave to Crenshaw Blvd	0.41	2,166	40,154	4	0.22	1.47
	13	Crenshaw Blvd to Van Ness Ave	0.59	3,091	46,982	14	0.46	1.07
	14	Van Ness Ave to Western Ave	0.50	2,625	39,326	11	0.51	1.07
223rd Street	15	Border Ave to Western Ave	0.25	1,320	18,133	0	0.00	2.04
235th Street	16	Nadine Circle to Juniper Ave	0.34	1,809	11,228	1	0.24	2.39
	17	Juniper Ave to Crenshaw Blvd	0.55	2,917	10,923	1	0.15	2.39
Amie Avenue	18	Spencer St to Torrance Blvd	reclassify					
Anza Avenue	19	190th St to Del Amo Blvd	0.72	3,788	24,879	3	0.15	2.04
	20	Del Amo Blvd to Torrance Blvd	0.76	3,999	26,051	22	1.01	2.04
	21	Torrance Blvd to Lenore St	0.28	1,498	27,037	3	0.36	2.04
	22	Lenore St to Carson St	0.22	1,175	26,855	4	0.62	2.04
	23	Carson St to Sepulveda Blvd	0.30	1,572	26,286	1	0.12	2.04
	24	Sepulveda to Lomita Blvd	0.40	2,106	26,292	0	0.00	2.22
	25	Lomita Blvd to Calle Mayor	0.24	1,245	21,810	0	0.00	2.22
	26	Calle Mayor to Pacific Coast Hwy	0.69	3,633	13,056	0	0.00	2.22
Arlington Avenue	27	Van Ness Ave to Torrance Blvd	reclassify					
	28	Torrance Blvd to Carson St	reclassify					
	29	Carson St to Sepulveda Blvd	0.80	4,227	5,432	3	0.63	2.39
	30	Sepulveda Blvd to 239th St	0.86	4,539	15,480	2	0.14	2.21
Artesia Boulevard	31	Hawthorne Blvd to Prairie Ave	0.50	2,640	34,571	14	0.74	2.22
	32	Prairie Ave to Yukon Ave	0.50	2,630	32,714	9	0.50	2.22
	33	Yukon Ave to Crenshaw Blvd	0.50	2,630	32,927	9	0.50	2.22
	34	Crenshaw Blvd to Van Ness Ave	0.50	2,630	32,987	10	0.55	1.45
	35	Van Ness Ave to Western Ave	0.50	2,630	38,948	8	0.38	1.45
Beryl Street	36	190th St to Flagler Ln	0.35	1,856	11,168	1	0.23	2.39
Cabrillo Avenue	37	Torrance Blvd to Carson St	0.35	1,849	12,936	0	0.00	2.22
	38	Carson St to Plaza Del Amo	0.51	2,676	7,604	3	0.71	2.22
	39	Plaza Del Amo to Sepulveda Blvd	0.34	1,791	6,774	0	0.00	2.04
	40	Sepulveda Blvd to South City Limit	0.84	4,440	7,867	0	0.00	2.04
Calle Mayor	41	Palos Verdes Blvd to Via La Selva-Calle Miramar	0.58	3,057	3,483	0	0.00	2.39
	42	Via La Selva-Calle Miramar to Newton St	0.62	3,267	8,324	0	0.00	2.39
	43	Newton St to Pacific Coast Hwy	0.07	382	8,451	0	0.00	2.39
	44	Pacific Coast Hwy to Anza Ave	0.62	3,254	13,047	6	0.68	2.21
Calle Miramar	45	Palos Verdes Blvd to Paseo De La Playa	0.37	1,965	1,831	1	1.35	2.21
Carson Street	46	Palos Verdes Blvd to Anza Ave	0.47	2,497	6,979	0	0.00	2.39
	47	Anza Ave to Ocean Ave	0.30	1,584	13,926	0	0.00	2.04
	48	Ocean Ave to Madrona Ave	0.45	2,372	27,570	5	0.37	1.48
	49	Madrona Ave to Maple Ave	0.28	1,494	28,730	1	0.11	2.04
	50	Maple Ave to Crenshaw Blvd	0.65	3,452	28,556	4	0.20	2.04
	51	Crenshaw Blvd to Arlington Ave	0.62	3,283	38,275	6	0.23	2.04
	52	Arlington Ave to Cabrillo Ave	0.20	1,039	30,162	1	0.15	2.04
	53	Cabrillo Ave to Western Ave	0.31	1,621	33,030	7	0.62	2.04
Civic Center Drive	54	Madrona Ave to Maple Ave	0.27	1,439	2,479	0	0.00	2.21

[1] Accident Data from 9/1/13 to 8/31/16
[2] Source: 2014 Collision Data on CA State Hwys, Caltrans

City of Torrance
Table 1. 2017 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	2017 ADT	Accidents[1] 3 yrs Total	Accident Rate	Expected[2] Acc. Rate
Crenshaw Boulevard	55	North City Limit to Artesia Blvd	0.63	3,303	32,648	9	0.40	2.04
	56	Artesia Blvd to 182nd St	0.50	2,642	33,944	12	0.65	4.74
	57	182nd St to 190th St	0.52	2,753	54,327	10	0.32	1.48
	58	190th St to Del Amo Blvd	0.81	4,267	49,516	12	0.27	1.48
	59	Del Amo Blvd to Dominguez St	0.41	2,174	47,718	5	0.23	1.07
	60	Dominguez St to Torrance Blvd	0.31	1,613	41,228	3	0.21	4.74
	61	Torrance Blvd to Carson St	0.35	1,833	45,215	3	0.17	4.74
	62	Carson St to Sepulveda Blvd	0.65	3,431	44,936	19	0.59	1.07
	63	Sepulveda Blvd to 235th St	0.63	3,329	50,785	2	0.06	1.07
	64	235th St to Lomita Blvd	0.47	2,499	51,236	3	0.11	1.07
	65	Lomita Blvd To Skypark Dr	0.32	1,679	41,290	4	0.28	1.07
	66	Skypark Dr to Pacific Coast Hwy	0.76	4,034	40,772	21	0.62	1.07
	67	Pacific Coast Hwy to South City Limit	0.62	3,250	33,219	1	0.04	1.48
Crest Road	68	Crenshaw Blvd to Highcross Dr	reclassify					
Del Amo Boulevard	69	West City Limit to Henrietta St	0.23	1,234	18,502	0	0.00	2.22
	70	Henrietta St to Anza Ave	0.50	2,639	21,330	1	0.09	2.04
	71	Anza Ave to Hawthorne Blvd	0.50	2,640	23,153	4	0.32	2.04
	72	Hawthorne Blvd to Madrona Ave	0.48	2,554	26,695	9	0.64	2.04
	73	Madrona Ave to Maple Ave	0.31	1,619	33,027	2	0.18	2.22
	153	Maple Ave to Crenshaw Blvd	0.66	3,478	28,001	0	0.00	2.22
	74	Crenshaw Blvd to Van Ness Ave	0.63	3,352	18,945	6	0.46	2.22
	75	Van Ness Ave to Western Ave	0.49	2,577	15,487	5	0.60	1.57
Del Amo Circle Drive	76	Hawthorne Blvd to Carson St	0.30	1,604	2,762	0	0.00	2.04
Dominguez Street	77	Crenshaw Blvd to Sartori Ave	reclassify					
Earl Street	78	Del Amo Blvd to Torrance Blvd	0.76	4,000	4,596	5	1.31	2.21
Emerald Street	79	Henrietta St to Victor St	reclassify					
	80	Victor St to Anza Ave	reclassify					
	81	Anza Ave to Hawthorne Blvd	reclassify					
	82	Hawthorne Blvd to Amie Ave	reclassify					
	83	Amie Ave to Madrona Ave	reclassify					
Flagler Lane	84	West City Limit to Beryl St	reclassify					
Hawthorne Boulevard	85	Pacific Coast Hwy to South City Limit	0.75	3,939	35,335	4	0.14	1.48
Henrietta Street	86	Del Amo Blvd to Torrance Blvd	0.76	3,998	4,537	0	0.00	2.21
Lomita Boulevard	87	Anza Ave to Hawthorne Blvd	0.60	3,152	18,476	2	0.16	2.22
	88	Hawthorne Blvd to Madison St	0.22	1,153	37,695	2	0.22	1.92
	89	Madison St to Crenshaw Blvd	1.28	6,751	38,968	19	0.35	1.92
Madison Street	90	Lomita Blvd to Pacific Coast Hwy	0.76	3,991	13,088	2	0.18	2.04
Madrona Avenue	91	Del Amo Blvd to Torrance Blvd	0.76	4,035	34,479	7	0.24	1.48
	92	Torrance Blvd to Carson St	removed					
	93	Carson St to Sepulveda Blvd	removed					
Maple Avenue	94	Del Amo Blvd to California St	0.56	2,970	10,006	3	0.49	2.04
	95	California St to Torrance Blvd	0.21	1,103	8,669	2	1.00	2.04
	96	Torrance Blvd to Carson St	0.35	1,829	7,196	0	0.00	2.39
	97	Carson St to Sepulveda Blvd	0.49	2,568	10,043	0	0.00	2.04
	98	Sepulveda Blvd to 235th St	0.42	2,193	16,018	6	0.81	2.21
Marcelina Avenue	99	Arlington Ave to Sartori Ave	reclassify					
Maricopa Street	100	Maple Ave to Hawaii Ave	0.10	532	3,726	0	0.00	2.21
	101	Hawaii Ave to Crenshaw Blvd	0.55	2,919	3,786	1	0.44	2.21
Newton Street	102	Hawthorne Blvd to Pacific Coast Hwy	reclassify					
Palos Verdes Boulevard	103	Torrance Blvd to West City Limit	0.45	2,400	15,126	4	0.54	2.21
	104	Pacific Coast Hwy to Calle Miramar	0.56	2,970	27,158	2	0.12	2.04
	105	Calle Miramar to South City Limit	0.49	2,608	26,281	0	0.00	2.21

[1] Accident Data from 9/1/13 to 8/31/16
[2] Source: 2014 Collision Data on CA State Hwys, Caltrans

City of Torrance
Table 1. 2017 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	2017 ADT	Accidents[1] 3 yrs Total	Accident Rate	Expected[2] Acc. Rate
Plaza Del Amo	106	Madrona Ave to Maple Ave	0.33	1,750	6,898	0	0.00	2.22
	107	Maple Ave to Crenshaw Blvd	0.66	3,463	7,372	4	0.75	2.22
	108	Carson St to Border Ave	0.89	4,700	8,227	4	0.50	2.21
Prairie Avenue	109	North City Limit to Artesia Blvd	0.17	890	32,402	10	1.66	2.22
	110	Artesia Blvd to 182nd St	0.50	2,645	38,323	5	0.24	2.04
	111	182nd St to 190th St	0.50	2,641	38,805	3	0.14	2.04
	112	190th St to Del Amo Blvd	0.69	3,632	44,726	10	0.30	1.48
Redondo Beach Boulevard	113	Hawthorne Blvd to Prairie Ave	0.54	2,831	24,076	2	0.14	2.04
Rolling Hills Road	114	Hawthorne Blvd to South City Limit	0.91	4,800	11,002	3	0.27	2.04
Sepulveda Boulevard	115	West City Limit to Palos Verdes Blvd	0.23	1,200	15,296	0	0.00	2.04
	116	Palos Verdes Blvd to Anza Ave	0.54	2,874	25,198	2	0.13	2.04
	117	Anza Ave to Hawthorne Blvd	0.47	2,489	29,063	15	1.00	1.48
	118	Hawthorne Blvd to Madrona Ave	0.39	2,061	41,179	5	0.28	4.74
	119	Madrona Ave to Maple Ave	0.30	1,582	45,820	11	0.73	1.07
	120	Maple Ave to Crenshaw Blvd	0.67	3,544	41,041	20	0.66	1.07
	121	Crenshaw Blvd to Arlington Ave	0.51	2,684	50,481	14	0.50	1.48
	122	Arlington Ave to Cabrillo St	0.23	1,237	48,933	1	0.08	4.74
	123	Cabrillo St to Western Ave	0.44	2,311	44,911	2	0.09	1.48
Skypark Drive	124	Hawthorne Blvd to Garnier St	0.73	3,845	17,979	3	0.21	1.92
	125	Garnier St to Crenshaw Blvd	0.61	3,214	16,810	12	1.07	1.92
Spencer Street	126	Victor St to Anza Ave	reclassify					
	127	Anza Ave to Hawthorne Blvd	reclassify					
	128	Hawthorne Blvd to Madrona Ave	reclassify					
Torrance Boulevard	129	West City Limit to Henrietta St	0.23	1,200	24,096	0	0.00	2.22
	130	Henrietta St to Victor St	0.25	1,320	29,830	1	0.12	2.04
	131	Victor St to Anza Ave	0.25	1,320	29,796	3	0.37	2.04
	132	Anza Ave to Hawthorne Blvd	0.50	2,643	28,068	6	0.39	4.74
	133	Hawthorne Blvd to Madrona Ave	0.51	2,669	33,875	24	1.27	4.74
	134	Madrona Ave to Maple Ave	0.29	1,547	32,572	10	0.97	2.04
	135	Maple Ave to Crenshaw Blvd	0.65	3,451	30,375	2	0.09	2.04
	136	Crenshaw Blvd to Van Ness Ave	0.77	4,074	33,473	4	0.14	2.22
	137	Van Ness Ave to Western Ave	0.38	2,001	31,459	7	0.53	2.22
Van Ness Avenue	138	North City Limit to 164th St	0.23	1,200	17,841	2	0.45	2.04
	139	164th St to Artesia Blvd	0.63	3,304	15,583	1	0.09	2.04
	140	Artesia Blvd to 182nd St	0.50	2,642	15,129	0	0.00	2.04
	141	182nd St to 186th St	0.22	1,170	18,962	2	0.44	2.04
	142	186th St to 190th St	0.28	1,472	19,043	1	0.17	2.04
	143	190th St to Del Amo Blvd	0.79	4,192	19,593	3	0.18	1.92
	144	Del Amo Blvd to Torrance Blvd	0.82	4,323	17,406	2	0.13	2.04
Via Valmonte	145	South City Limit to Hawthorne Blvd	0.32	1,680	6,521	0	0.00	2.39
Victor Street	146	Del Amo Blvd to Torrance Blvd	reclassify					
Vista Montana	147	Paseo De Las Tortugas to Newton St	0.45	2,375	4,257	2	0.95	2.39
	148	Newton to Pacific Coast Hwy	0.14	720	8,566	1	0.76	2.04
Western Avenue	149	Artesia Blvd to 182nd St	0.50	2,643	32,282	8	0.45	2.04
Yukon Avenue	150	North City Limit to Artesia Blvd	reclassify					
	151	Artesia Blvd to 182nd St	reclassify					
	152	182nd St to 190th St	reclassify					

[1] Accident Data from 9/1/13 to 8/31/16
[2] Source: 2014 Collision Data on CA State Hwys, Caltrans

Table 2: Segment Spot Speed Survey 2017

Street	No	Segment	Dir.	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	Kingsdale Ave to Hawthorne Blvd	E/W	6/22/2017	29-38	76	34	39	30	35	**Increase**, 85th percentile, CVC 21400(b), continuity of speed
	2	Hawthorne Blvd to Prairie Ave	E/W	6/22/2017	36-45	74	39	43	35	35	No change, multiple driveways, residential, parked cars
	3	Prairie Ave to Yukon Ave	E/W	6/22/2017	32-41	79	36	42	35	35	No change, multiple driveways, residential, parked cars, school zone
	4	Yukon Ave to Crenshaw Blvd	E/W	6/22/2017	34-43	82	38	42	35	35	No change, multiple driveways, residential, fire station, curvilinear
	5	Crenshaw Blvd to Van Ness Ave	E/W	6/22/2017	34-43	77	38	42	35	35	No change, multiple driveways, residential, parked cars, adult school
	6	Van Ness Ave to Western Ave	E/W	6/22/2017	37-46	79	40	45	35	35	No change, multiple driveways, residential, parked cars, continuity of speed
190th Street	7	West City Limit (Beryl St) to Anza Ave	E/W	6/12/2017	33-42	71	38	44	35	35	No change, bike route, parked cars, multiple driveways, 35mph Redondo Beach
	8	Anza Ave to Inglewood Ave	E/W	6/12/2017	32-41	82	36	40	35	35	No change, bike route, parked cars, multiple driveways, continuity of speed
	9	Inglewood Ave to Hawthorne Blvd	E/W	6/15/2017	35-44	74	39	44	40	40	No change, continuity of speed
	10	Hawthorne Blvd to Prairie Ave	E/W	6/21/2017	39-48	68	43	48	40	40	No change, bike lane, multiple driveways
	11	Prairie Ave to Yukon Ave	E/W	6/21/2017	38-47	69	43	49	45	45	No change, bike lane
	12	Yukon Ave to Crenshaw Blvd	E/W	6/21/2017	40-49	64	44	50	45	45	No change, bike route
	13	Crenshaw Blvd to Van Ness Ave	E/W	6/21/2017	37-46	67	42	48	45	45	No change, bike route
	14	Van Ness Ave to Western Ave	E/W	6/21/2017	37-46	68	39	45	45	45	No change, bike route, 85th percentile
223rd Street	15	Border Ave to Western Ave	N/S	8/8/2017	30-39	81	33	38	NP	35	No change, City Code shows 35 mph, 85th percentile
235th Street	16	Nadine Circle to Juniper Ave	E/W	6/20/2017	33-42	84	38	41	35	35	No change, bike lane
	17	Juniper Ave to Crenshaw Blvd	E/W	6/19/2017	33-42	88	37	41	35	35	No change, bike lane
Amie Avenue	18	Spencer St to Torrance Blvd	N/S								**reclassify**
Anza Avenue	19	190th St to Del Amo Blvd	N/S	6/22/2017	37-46	74	41	45	35	35	No change, bike lane, crosswalk at Narrot, continuity of speed
	20	Del Amo Blvd to Torrance Blvd	N/S	6/15/2017	34-43	79	38	42	35	35	No change, school zone, bike lane, high parking demand, apartments
	21	Torrance Blvd to Lenore St	N/S	6/22/2017	37-46	84	41	45	35	35	No change, bike lane, no parking, nearby schools, continuity of speed
	22	Lenore St to Carson St	N/S	6/22/2017	37-46	78	40	44	35	35	No change, bike lane, limited access, nearby schools
	23	Carson St to Sepulveda Blvd	N/S	6/22/2017	35-44	82	38	42	35	35	No change, bike lane, limited access, curvilinear
	24	Sepulveda Blvd to Lomita Blvd	N/S	8/7/2017	33-42	76	37	41	35	35	No change, bike lane
	25	Lomita Blvd to Calle Mayor	N/S	8/7/2017	33-42	77	36	41	35	35	No change, bike lane
	26	Calle Mayor to Pacific Coast Hwy	N/S	8/7/2017	32-41	80	36	40	35	35	No change, residential, parked cars, continuity of speed
Arlington Avenue	27	Van Ness Ave to Torrance Blvd	N/S								**reclassify**
	28	Torrance Blvd to Carson St	N/S								**reclassify**
	29	Carson St to Sepulveda Blvd	N/S	8/3/2017	29-38	82	32	35	30	30	No change, residential, parked cars, multiple driveways, continuity of speed
	30	Sepulveda Blvd to 239th St	N/S	8/3/2017	29-38	86	32	36	35	35	No change, 85th percentile
Artesia Boulevard	31	Hawthorne Blvd to Prairie Ave	E/W	6/23/17	34-43	71	38	45	40	40	No change, shopping center, multiple driveways, parked cars
	32	Prairie Ave to Yukon Ave	E/W	6/23/17	36-45	65	41	47	NP	40	No change, parked cars, multiple driveways, continuity of speed
	33	Yukon Ave to Crenshaw Blvd	E/W	6/23/17	36-45	73	40	45	40	40	No change, parked cars, multiple driveways
	34	Crenshaw Blvd to Van Ness Ave	E/W	6/23/17	35-44	68	40	46	45	45	No change, 85th percentile
	35	Van Ness Ave to Western Ave	E/W	6/23/17	37-46	74	43	45	45	45	No change, 85th percentile
Beryl Street	36	190th St to Flagler Ln	N/S	8/3/17	30-39	83	33	38	30	30	No change, bike lanes, curvilinear, parked cars
Cabrillo Avenue	37	Torrance Blvd to Carson St	N/S	8/2/17	26-35	79	29	34	30	30	No change, 85th percentile
	38	Carson St to Plaza Del Amo	N/S	8/2/17	28-37	81	32	36	30	30	No change, continuity of speed
	39	Plaza Del Amo to Sepulveda Blvd	N/S	6/12/17	27-36	89	29	34	30	30	No change, 85th percentile
	40	Sepulveda Blvd to South City Limit	N/S	6/12/17	28-37	90	31	34	30	30	No change, 85th percentile

NP = Not Posted

Table 2: Segment Spot Speed Survey 2017

Street	No	Segment	Dir.	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Calle Mayor	41	Palos Verdes Blvd to Via La Selva-Calle Miram	E/W	6/13/17	30-39	84	35	38	30	30	No change, continuity of speed
	42	Via La Selva-Calle Miramar to Newton St	E/W	6/13/17	29-38	92	32	36	30	30	No change, continuity of speed
	43	Newton St to Pacific Coast Hwy	E/W	6/13/17	27-36	90	30	34	30	30	No change, 85th percentile
	44	Pacific Coast Hwy to Anza Ave	E/W	6/13/17	36-45	76	39	45	35	35	No change, school zone, parked cars, multiple driveways, continuity of speed
Calle Miramar	45	Palos Verdes Blvd to Paseo De La Playa	E/W	6/13/17	23-32	77	27	32	25	25	No change, multiple driveways, curvilinear, parked cars, limited sight distance
Carson Street	46	Palos Verdes Blvd to Anza Ave	E/W	6/15/17	33-42	84	36	40	35	35	No change, 85th percentile
	47	Anza Ave to Ocean Ave	E/W	7/24/17	35-44	81	39	42	35	35	No change, 85th percentile
	48	Ocean Ave to Madrona Ave	E/W	7/24/17	31-40	71	35	40	35	35	No change, 85th percentile
	49	Madrona Ave to Maple Ave	E/W	7/24/17	33-42	75	37	41	35	35	No change, 85th percentile
	50	Maple Ave to Crenshaw Blvd	E/W	7/24/17	35-44	75	39	44	35	35	No change, continuity of speed
	51	Crenshaw Blvd to Arlington Ave	E/W	7/24/17	31-40	71	35	41	35	35	No change, 85th percentile
	52	Arlington Ave to Cabrillo Ave	E/W	7/24/17	30-39	78	35	40	35	35	No change, 85th percentile
	53	Cabrillo Ave to Western Ave	E/W	7/24/17	29-38	73	34	39	35	35	No change, 85th percentile
Civic Center Drive	54	Madrona Ave to Maple Ave	E/W	8/3/17	28-37	77	32	36	25	25	**No change, parked cars, sports field, pedestrians**
Crenshaw Boulevard	55	North City Limit to Artesia Blvd	N/S	6/21/17	36-45	72	41	45	40	40	No change, parks, multiple driveways, apartments, high parking demand
	56	Artesia Blvd to 182nd St	N/S	6/21/17	36-45	77	40	44	40	40	No change, parks, multiple driveways, apartments, high parking demand
	57	182nd St to 190th St	N/S	6/21/17	39-48	67	43	48	40	40	No change, parks, multiple driveways, apartments, high parking demand
	58	190th St to Del Amo Blvd	N/S	6/20/17	42-51	66	46	52	45	45	No change, continuity of speed
	59	Del Amo Blvd to Dominguez St	N/S	6/20/17	38-47	69	42	48	45	45	No change, 85th percentile
	60	Dominguez St to Torrance Blvd	N/S	6/20/17	37-46	69	41	47	35	40	**Increase**, 85th percentile, CVC 21400(b)
	61	Torrance Blvd to Carson St	N/S	6/20/17	33-42	74	39	43	35	40	**Increase**, 85th percentile, CVC 21400(b)
	62	Carson St to Sepulveda Blvd	N/S	6/20/17	33-42	81	37	42	45	40	**Decrease**, 85th percentile, CVC 21400(b)
	63	Sepulveda Blvd to 235th St	N/S	6/20/17	40-49	72	43	47	45	45	No change, 85th percentile
	64	235th St to Lomita Blvd	N/S	6/20/17	36-45	78	39	44	45	45	No change, 85th percentile
	65	Lomita Blvd To Skypark Dr	N/S	6/16/17	36-45	68	38	44	45	45	No change, 85th percentile
	66	Skypark Dr to Pacific Coast Hwy	N/S	6/16/17	38-47	66	43	50	45	45	No change, continuity of speed
	67	Pacific Coast Hwy to South City Limit	N/S	6/20/17	38-47	69	42	48	45	45	No change, 85th percentile
Crest Road	68	Crenshaw Blvd to Highcross Dr	E/W								**reclassify**
Del Amo Boulevard	69	West City Limit to Henrietta St	E/W	7/27/17	35-44	84	39	43	40	40	No change, 85th percentile
	70	Henrietta St to Anza Ave	E/W	7/27/17	36-45	79	40	44	40	40	No change, 85th percentile
	71	Anza Ave to Hawthorne Blvd	E/W	7/27/17	37-46	79	39	44	40	40	No change, 85th percentile
	72	Hawthorne Blvd to Madrona Ave	E/W	7/27/17	32-41	72	37	42	40	40	No change, 85th percentile
	73	Madrona Ave to Maple Ave	E/W	7/27/17	39-48	70	42	47	40	40	No change, continuity of speed
	153	Maple Ave to Crenshaw Blvd	E/W	11/13/17	40-49	68	43	49	40	40	No change, continuity of speed
	74	Crenshaw Blvd to Van Ness Ave	E/W	7/27/17	33-42	77	38	44	35	35	No change, bike route, crosswalk, parked cars, multiple driveways
	75	Van Ness Ave to Western Ave	E/W	7/27/17	35-44	70	38	44	35	35	No change, bike route, commercial, parked cars, multiple driveways
Del Amo Circle Drive	76	Hawthorne Blvd to Carson St	N/S	8/7/17	28-37	72	31	35	30	30	**No change, 85th percentile**
Dominguez Street	77	Crenshaw Blvd to Sartori Ave	E/W								**reclassify**
Earl Street	78	Del Amo Blvd to Torrance Blvd	N/S	6/15/17	25-34	77	30	35	30	30	No change, 85th percentile

NP = Not Posted

Table 2: Segment Spot Speed Survey 2017

Street	No	Segment	Dir.	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Emerald Street	79	Henrietta St to Victor St	E/W								**reclassify**
	80	Victor St to Anza Ave	E/W								**reclassify**
	81	Anza Ave to Hawthorne Blvd	E/W								**reclassify**
	82	Hawthorne Blvd to Amie Ave	E/W								**reclassify**
	83	Amie Ave to Madrona Ave	E/W								**reclassify**
Flagler Lane	84	West City Limit to Beryl St	N/S								**reclassify**
Hawthorne Boulevard	85	Pacific Coast Hwy to South City Limit	N/S	6/19/17	33-42	70	36	42	45	45	No change, 85th, CVC 21400(b)
Henrietta Street	86	Del Amo Blvd to Torrance Blvd	N/S	6/15/17	31-40	82	35	39	35	35	No change, 85th percentile
Lomita Boulevard	87	Anza Ave to Hawthorne Blvd	E/W	6/26/17	35-44	79	38	43	40	40	No change, 85th percentile
	88	Hawthorne Blvd to Madison St	E/W	8/7/17	34-43	80	38	42	45	45	No change, 85th percentile
	89	Madison St to Crenshaw Blvd	E/W	6/19/17	36-45	80	39	44	45	45	No change, 85th percentile
Madison Street	90	Lomita Blvd to Pacific Coast Hwy	N/S	8/7/17	35-44	79	38	43	40	40	**No change, 85th percentile**
Madrona Avenue	91	Del Amo Blvd to Torrance Blvd	N/S	7/25/17	37-46	74	40	45	40	40	No change,city yards, heavy equipment,trucks, continuity of speed
	92	Torrance Blvd to Carson St	N/S								**removed**
	93	Carson St to Sepulveda Blvd	N/S								**removed**
Maple Avenue	94	Del Amo Blvd to California St	N/S	7/25/17	32-41	70	38	43	30	35	**Increase**, 85th, CVC 21400(b), industrial, driveways,parked cars, restripe
	95	California St to Torrance Blvd	N/S	7/25/17	31-40	84	35	38	30	30	No Change, 85th, CVC 21400(b), peds, driveways, Superior Court, soccer field
	96	Torrance Blvd to Carson St	N/S	7/24/17	26-35	86	29	33	25	25	No change, multiple driveways, school, parked cars
	97	Carson St to Sepulveda Blvd	N/S	7/25/17	33-42	84	37	41	35	35	No change, 85th percentile
	98	Sepulveda Blvd to 235th St	N/S	7/25/17	33-42	86	37	40	35	35	No change, 85th percentile
Marcelina Avenue	99	Arlington Ave to Sartori Ave	N/S								**reclassify**
Maricopa Street	100	Maple Ave to Hawaii Ave	E/W	8/3/17	32-41	81	35	40	35	35	No change, 85th percentile
	101	Hawaii Ave to Crenshaw Blvd	E/W	8/3/17	35-44	72	38	43	35	35	No change, residential, continuity of speed
Newton Street	102	Hawthorne Blvd to Pacific Coast Hwy	E/W								**reclassify**
Palos Verdes Boulevard	103	Torrance Blvd to West City Limit	N/S	6/26/17	32-41	84	34	38	30	30	No change, bike lane, parked cars, multiple driveways
	104	Pacific Coast Hwy to Calle Miramar	N/S	10/5/17	32-41	72	36	41	30	35	**Increase**, bicyclists, pedestrians, multiple open driveways
	105	Calle Miramar to South City Limit	N/S	10/5/17	37-46	66	40	45	30	35	**Increase**, bicyclists, pedestrians, continuity of speed
Plaza Del Amo	106	Madrona Ave to Maple Ave	E/W	8/7/17	33-42	79	37	41	35	35	No change, 35 mph listed in code, pedestrians, bicycles
	107	Maple Ave to Crenshaw Blvd	E/W	8/7/17	35-44	79	38	43	35	35	No change, 85th percentile, CVC 21400(b), NSAT, multiple drwys
	108	Carson St to Border Ave	E/W	8/8/17	29-38	76	33	37	30	30	No change, pedestrians, school zone
Prairie Avenue	109	North City Limit to Artesia Blvd	N/S	7/26/17	29-38	87	33	37	35	35	No change, 85th percentile
	110	Artesia Blvd to 182nd St	N/S	7/26/17	33-42	74	38	44	35	35	No change, nearby school, crossing guard at 182nd, continuity of speed
	111	182nd St to 190th St	N/S	7/26/17	37-46	75	40	44	35	35	No change, nearby school, crossing guard at 182nd, continuity of speed
	112	190th St to Del Amo Blvd	N/S	7/26/17	41-50	68	42	49	40	40	No change, curvilinear, continuity of speed
Redondo Beach Boulevard	113	Hawthorne Blvd to Prairie Ave	N/S	7/31/17	34-43	81	38	43	40	40	No change, 85th percentile
Rolling Hills Road	114	Hawthorne Blvd to South City Limit	N/S	9/19/17	36-45	72	39	44	35	35	No change, 85th percentile, CVC 21400(b), park, bike route, pedestrians

NP = Not Posted

Table 2: Segment Spot Speed Survey 2017

Street	No	Segment	Dir.	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Sepulveda Boulevard	115	West City Limit to Palos Verdes Blvd	E/W	6/15/17	38-47	80	42	47	40	40	No change, continuity of speed
	116	Palos Verdes Blvd to Anza Ave	E/W	6/15/17	39-48	72	41	46	40	40	No change, continuity of speed
	117	Anza Ave to Hawthorne Blvd	E/W	8/1/17	37-46	74	39	44	40	40	No change, 85th percentile
	118	Hawthorne Blvd to Madrona Ave	E/W	8/1/17	32-41	76	35	41	40	40	No change, 85th percentile
	119	Madrona Ave to Maple Ave	E/W	8/1/17	34-43	72	39	45	45	45	No change, 85th percentile
	120	Maple Ave to Crenshaw Blvd	E/W	8/1/17	36-45	69	39	45	45	45	No change, 85th percentile
	121	Crenshaw Blvd to Arlington Ave	E/W	8/1/17	36-45	70	40	45	45	45	No change, 85th percentile
	122	Arlington Ave to Cabrillo St	E/W	8/1/17	34-43	66	37	44	40	40	No change, 85th percentile
	123	Cabrillo St to Western Ave	E/W	8/2/17	35-44	68	40	45	40	40	No change, continuity of speed, residential, multiple driveways, RR tracks
Skypark Drive	124	Hawthorne Blvd to Garnier St	E/W	6/26/17	38-47	78	43	47	45	45	No change, 85th percentile
	125	Garnier St to Crenshaw Blvd	E/W	6/26/17	38-47	77	42	46	45	45	No change, 85th percentile
Spencer Street	126	Victor St to Anza Ave	E/W								**reclassify**
	127	Anza Ave to Hawthorne Blvd	E/W								**reclassify**
	128	Hawthorne Blvd to Madrona Ave	E/W								**reclassify**
Torrance Boulevard	129	West City Limit to Henrietta St	E/W	7/31/17	36-45	81	39	44	40	40	No change, 85th percentile
	130	Henrietta St to Victor St	E/W	7/31/17	35-44	75	37	42	40	40	No change, 85th percentile
	131	Victor St to Anza Ave	E/W	7/31/17	33-42	72	37	44	40	40	No change, 85th percentile
	132	Anza Ave to Hawthorne Blvd	E/W	7/31/17	35-44	72	38	44	40	40	No change, 85th percentile
	133	Hawthorne Blvd to Madrona Ave	E/W	7/31/17	33-42	68	37	43	40	40	No change, 85th percentile
	134	Madrona Ave to Maple Ave	E/W	7/31/17	33-42	67	38	43	35	35	No change, bike lane, city hall
	135	Maple Ave to Crenshaw Blvd	E/W	7/31/17	37-46	74	39	45	35	35	No change, bike lane, bike route sign, school zone, parked cars
	136	Crenshaw Blvd to Van Ness Ave	E/W	8/2/17	32-41	77	36	40	35	35	No change, 85th percentile
	137	Van Ness Ave to Western Ave	E/W	8/2/17	34-43	65	37	43	35	35	No change, continuity of speed, 35mph in Los Angeles
Van Ness Avenue	138	North City Limit to 164th St	N/S	7/27/17	30-39	77	34	38	35	35	No change, 85th percentile
	139	164th St to Artesia Blvd	N/S	7/26/17	33-42	77	37	42	35	35	No change, bike route sign, school zone
	140	Artesia Blvd to 182nd St	N/S	7/26/17	31-40	80	35	40	35	35	No change, bike route sign, school zone
	141	182nd St to 186th St	N/S	7/26/17	36-45	73	39	44	35	35	No change, residential
	142	186th St to 190th St	N/S	7/26/17	35-44	81	38	42	35	35	No change, continuity of speed
	143	190th St to Del Amo Blvd	N/S	7/26/17	39-48	77	44	49	45	45	No change, 85th percentile
	144	Del Amo Blvd to Torrance Blvd	N/S	7/26/17	35-44	67	40	46	40	40	No change, 85th percentile
Via Valmonte	145	South City Limit to Hawthorne Blvd	E/W	6/19/17	24-33	86	27	31	25	25	No change, curvilinear, parked cars, multiple driveways, limited sight distance
Victor Street	146	Del Amo Blvd to Torrance Blvd	N/S								**reclassify**
Vista Montana	147	Paseo De Las Tortugas to Newton St	E/W	3/6/18	34-43	78	38	42	35	35	No change, curvilinear, hill
	148	Newton St to Pacific Coast Highway	E/W	6/26/2017	25-34	80	28	34	25	25	No change, 85th percentile, CVC 21400(b)
Western Avenue	149	Artesia Blvd to 182nd St	N/S	7/27/17	36-45	67	39	44	40	40	No change, 85th percentile
Yukon Avenue	150	North City Limit to Artesia Blvd	N/S								**reclassify**
	151	Artesia Blvd to 182nd St	N/S								**reclassify**
	152	182nd St to 190th St	N/S								**reclassify**

NP = Not Posted

SECTION 4.0

SURVEY FINDINGS AND RECOMMENDATIONS

In accordance with the State-imposed speed limit establishment regulation, as defined by CVC Section 627 described in Appendix B, there are several factors that may be considered to justify setting the prima facie speed limits more than five miles per hour below the observed 85th percentile speed.

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 Speed Survey Summary sheets. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). Additionally, discussions were held with City staff in making decisions with respect to changing existing speed limits. This allowed for consideration of any special knowledge of the segment. The 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.

4.1 SPEED LIMIT SIGNING

All California motorists are required to know the basic 15, 25, and 65 MPH 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. You may drive 70 mph where posted. Unless otherwise posted, the maximum speed limit is 55 mph on two-lane undivided highways and for vehicles towing trailers. Consequently, speed limit signs covering these conditions need not be posted on City streets. However, although not required by law, speed limit signs for these situations may be posted on streets that have significant daily vehicular traffic volumes, a by-pass traffic situation, the continued violation of a residential 25 MPH speed zone, or with other applicable warrants.

It is normal policy to recommend the posting of speed limit signs only on streets that have been covered by the City speed limit ordinance or by warranted situations covered above.

Speed limit signs should be installed at about one-half mile intervals on the City streets which have been speed zoned. Signs are normally installed on the exit side of traffic signal controlled intersections and the more important intersections where there is high side street vehicle entry. It is important that motorists be given adequate information while not over signing, which tends to confuse the motorist.

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 so that vegetation does not grow to block the motorist's 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

1. The radar survey and the raw data collection was conducted per CVC Section 627.
2. A total of 131 sections on the City's arterial, collector, and local street network were surveyed.
3. The accident rate for the majority of the street segments is well below the expected accident rate obtained from the City of Torrance for various types of roadway facilities.
4. A summary of recommended speed limits is shown in Table 2.
5. It was concluded that the existing speeds on arterial, collector, and local streets in the City of Torrance should remain unchanged, except on the following streets:
    - 182nd Street between Kingsdale Avenue and Hawthorne Boulevard – increase the posted speed limit from 30 mph to 35 mph based on the 85th percentile speed and low accident rate.
    - Crenshaw Boulevard:
        - Between Dominguez Street to Torrance Boulevard – increase the existing posted speed limit from 35 mph to 40 mph based on the 85th percentile speed and low accident rate.
        - Between Torrance Boulevard and Carson Street – increase the existing posted speed limit from 35 mph to 40 mph based on the 85th percentile speed and low accident rate.
        - Between Carson Street and Sepulveda Boulevard – decrease the posted speed limit from 45 mph to 40 mph based on the 85th percentile speed.
    - Maple Avenue between Del Amo Boulevard and California Street – increase the existing posted speed limit from 30 mph to 35 mph based on the 85th percentile speed and low accident rate.
    - Palos Verdes Boulevard between Pacific Coast Highway and South City Limit – increase the existing posted speed limit from 30 mph to 35 mph based on the 85th percentile speed and low accident rate.

APPENDIX A

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 B

Regulations Governing Speed Limits
(Excerpts from California Vehicle Code)

RADAR SPEED ZONE SURVEYS

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; 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 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.

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 his 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 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 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.

3) When passing a senior center or facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign.

Increase of Local Limits

22357. 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. The provisions of this section shall not apply in respect to any 25-mile-per-hour prima facie limit, which is applicable when passing a school building or the grounds thereof.

Decrease of Local Limits

22358. 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.

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.

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 "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) 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 pursuant to Section 22354, 22357, 22358, or 22358.3, which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices which measures the speed of moving objects. This subdivision does not apply to local streets and roads.

For purposes of this section, local streets and roads shall be defined by the latest functional usage and federal-aid system maps as submitted to the Federal Highway Administration. When these maps have not been submitted, the following definition shall be used: A local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.
3. Not more than one traffic lane in each direction.

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 subdivision (b) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to 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 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 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, the Caltrans Traffic Manual (Chapter 8-03) and the Federal Manual on "Uniform Traffic Control Devices", (Section 2B-10).

Surveys are conducted on arterial 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:

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

In order to evaluate the accident rates for each street segment, the average rate for all surveyed arterial 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 citywide average rates for streets with similar characteristics.

APPENDIX C

Engineering and Traffic Survey Summary Reports

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 12:40 **TIME STOP:** 13:05

FOR ROADWAY: 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		X	1
46	X		1
45	X	X	2
44			0
43		XXXX	4
42			0
41		XXX	3
40	XX	X	3
39	XX	XX	4
38	XXXXXX	XX	8
37	XXXXX	XXXXX	10
36	XXXX	XX	6
35	XXXX	XXXX	8
34	XXXXXXXXXX	XXX	13
33	XXXXXX	XXXXX	11
32	X	X	2
31		XXXX	4
30	XX	XXXXXXX	9
29	XX	XXX	5
28	X		1
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	100

****PACE****

LOCATION: Kingsdale Ave. to Hawthorne Blvd.
[2921 182nd St., Redondo Beach (in median facing east)]

ROAD DESCRIPTION: 1 lane west, 2 lanes east
On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.45 ACC./MVM, **EXPECTED RATE:** 1.57 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 11,331 **SEGMENT LENGTH:** 0.18

85TH %:	39	M.P.H.
50TH %:	34	M.P.H.
15TH %:	29	M.P.H.
AVERAGE SPEED:	35	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	76%	
% OVER PACE:	18%	
% UNDER PACE:	6%	

Speed Limit Increase Justification:
Based on the street segment's 85th percentile, continuity of speed, and CVC 51400(b), it is recommended that the speed limit be increased to 35 mph for this segment of 182nd St.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 1 182ndKinHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 13:11 **TIME STOP:** 13:28

FOR ROADWAY: 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	X		1
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47	X	X	2
46	XXX	X	4
45	XXX	XX	5
44	XXX		3
43	XXX	XX	5
42	XXXXX	XXXX	9
41	XXXX	XXXXX	9
40	XX	XXXXXXXX	10
39	XXX	XXXXX	8
38	XXXXX	XXXX	9
37	XXXX	XXXX	8
36	XXXXXX	XX	8
35	XX	XXX	5
34	X	XX	3
33	X	XX	3
32	XX	XXX	5
31			0
30		X	1
29			0
28		X	1
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

* * * PACE * * *

LOCATION: Hawthorne Blvd. to Prairie Ave.
[4139 W. 182nd St. (WB side)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, NSAT, multiple driveways, residential

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.34 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 16,119 **SEGMENT LENGTH:** 0.50

85TH %:	43	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	74%	
% OVER PACE:	8%	
% UNDER PACE:	18%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40958
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 2 182ndHawPar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 13:35 **TIME STOP:** 13:57

FOR ROADWAY: 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	XX	X	3
45		XX	2
44	XXX	XXX	6
43	X	XXX	4
42	XX	XX	4
41	XXX	XXX	6
40	XX	XX	4
39	XXXX	XX	6
38	XX	XXX	5
37	XXXXXXX	XX	9
36	XXXXXXX	XXXXX	12
35	XXXX	XXXXXXXXX	13
34	XXXXX	XXX	8
33	XXXX	XXXX	8
32	XXX	XXXX	7
31	X		1
30		X	1
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	99

LOCATION: Prairie Ave. to Yukon Ave.
[3910 W. 182nd St. (EB side)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, NSAT, School Zone, multiple driveways, residential

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 8 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.89 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 16,381 **SEGMENT LENGTH:** 0.50

****PACE****

85TH %:	**42**	**M.P.H.**
50TH %:	36	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	79%	
% OVER PACE:	19%	
% UNDER PACE:	2%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 3 182ndParYuk.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 14:03 **TIME STOP:** 14:21

FOR ROADWAY: 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	X		1
48	X	X	2
47	XX	X	3
46			0
45	X	XX	3
44	XX	XX	4
43	XX	XX	4
42	XXXXX	XXXXX	10
41	XX	XX	4
40	XX	XXXXXX	8
39	XXXXX	XXXXXXXXXX	15
38	X	XXXXX	6
37	XXXXXX	XXXX	10
36	XXXXX	X	6
35	XXXXXX	XXXXX	11
34	XXXXXX	XX	8
33	X		1
32			0
31	X	X	2
30			0
29		X	1
28	X		1
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

LOCATION: Yukon Ave. to Crenshaw Blvd.
[3157 W. 182nd St. (WB side)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, NSAT, School Zone, multiple driveways, residential, fire station, curvilinear

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.30 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 17,718 **SEGMENT LENGTH:** 0.51

*****PACE*****

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:	82%	
% OVER PACE:	13%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 4 182ndYukCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 14:25 **TIME STOP:** 14:44

FOR ROADWAY: 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		X	1
49			0
48	X		1
47	X	X	2
46		XXX	3
45	XXX	XX	5
44	X	X	2
43	X	XXXXXX	7
42	XX	X	3
41	XXX	XXX	6
40	XX	XXXX	6
39	XXXXXXXXX	XXXX	13
38	XXXX	XXXXX	9
37	XXXXXX	XX	8
36	XXXXX	XXXXXXX	12
35	XXXXX	XXX	8
34	XX	XXX	5
33	XXXX		4
32		XX	2
31	X	X	2
30			0
29			0
28		X	1
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

PACE

LOCATION: Crenshaw Blvd. to Van Ness
[2317 W. 182nd St. (WB side)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, NSAT, multiple driveways, residential, adult school

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.71 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 15,396 **SEGMENT LENGTH:** 0.50

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:	77%	
% OVER PACE:	14%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40556
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 5 182ndCreVan.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 14:49 **TIME STOP:** 15:04

FOR ROADWAY: 182ND STREET

SPEED (MPH)	VEHICLES SURVEYED EASTBOUND	VEHICLES SURVEYED WESTBOUND	TOTAL VEHICLES
55			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56	X		1
55			0
54			0
53			0
52			0
51	XX	X	3
50	X	X	2
49			0
48	X		1
47	X	XX	3
46	XXX	XXXXX	8
45	XXXXX	XXXXX	10
44	XX	XXX	5
43	XX	XX	4
42	XX	X	3
41	XXXXX	XXXX	9
40	XXXXXX	XXXXXXXX	14
39	XXX	XXX	6
38	XXXXXXXX	XXXXX	13
37	XXXX	XXX	7
36	X	XXX	4
35	X	XX	3
34	XX	X	3
33			0
32			0
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

* * * PACE * * *

LOCATION: Van Ness to Western Ave.
[18206 Taylor Ct. (EB side of 182nd)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, multiple driveways, residential

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.29 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 18,973 **SEGMENT LENGTH:** 0.50

85TH %:	**45**	**M.P.H.**
50TH %:	40	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	79%	
% OVER PACE:	10%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 6 182ndVanWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/12/17 **TIME START:** 10:06 **TIME STOP:** 10:50

FOR ROADWAY: 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		X	1
55			0
54			0
53	X		1
52			0
51		X	1
50		X	1
49	X	X	2
48	XX	XX	4
47	XX	XX	4
46	XXXX	XXXXX	9
45	XXXXXX	XXXX	10
44	XXXXXX	XX	8
43	XXX	XXXXXXX	10
42	XXXXXXX	XXXXXXXXX	17
41		XXXXXXX	7
40	XXXXXX	XXXXXXXXX	15
39	XXXXXX	XXXXXXXXXXXXX	20
38	XXXXXX	XXXXXXXXXXX	18
37	XXXXXXXXXX	XXXXXXXXX	20
36	XXXXXX	XXXXX	11
35	XXXXXXXX	XXXX	12
34	XXXXXXXX	XX	10
33	XXXXXXXX	XX	11
32	XXXX		4
31	X		1
30	XXX		3
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

LOCATION: West City Limit to Anza Ave.
[EB: 5520 W. 190th St. (Parked EB), WB: 2299 190th St.]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking, NSAT, bike route signs but no bike lane, multiple driveways

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.27 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 37,924 **SEGMENT LENGTH:** 0.54

****PACE****

85TH %:	44	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	71%	
% OVER PACE:	26%	
% UNDER PACE:	4%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 7 190thWesAnz.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/12/17 **TIME START:** 11:02 **TIME STOP:** 11:52

FOR ROADWAY: 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			0
53			0
52			0
51		X	1
50			0
49	X		1
48			0
47		XX	2
46	X		1
45	X	XX	3
44	XXX	XX	5
43	XXX	XX	5
42	XXXX	XXX	7
41	XXXXXXXX	XXXXXXX	14
40	XXXXXXXX	XXXXXXXX	15
39	XXXXXXXXXXX	XXXXXXXXXXXXXXXXX	26
38	XXX	XXXXXXXXXXXXXXXX	17
37	XXXXXXXXXXXXXX	XXXXXXXXX	21
36	XXXXXXXXX	XXXXXXXXXX	19
35	XXXXXXXXXXXXXX	XXXXX	19
34	XXXXXXXX	XXXXXXXXX	16
33	XXX	XXXXXX	9
32	XXX	XXXXX	8
31	X	X	2
30	X	XX	3
29	X		1
28	XXXX		4
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

LOCATION: Anza Ave. to Inglewood St.
[EB: 5020 W. 190th St. (EB side), WB: 2603 190th St. (Parked WB)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking but only WB side, NSAT, bike route signs but no bike lane, multiple driveways

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 8 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.82 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 38,841 **SEGMENT LENGTH:** 0.23

****PACE****

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:	82%	
% OVER PACE:	13%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 8 190thAnzIng xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 15:03 **TIME STOP:** 15:25

FOR ROADWAY: 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			0
53			0
52			0
51			0
50	XX	X	3
49	X	X	2
48			0
47	XXX		3
46	XXX	X	4
45	XXX	XX	5
44	XX	XXXX	6
43	XXX	XXXXX	8
42	X	XXXXXX	7
41	XXXXX	X	6
40	XXXX	XX	6
39	XXXXX	XXXXX	10
38	XXXXXXX	XXXXX	12
37	XXXXX	XXXX	9
36	XX	XX	4
35	X	XXXXX	6
34	XX	XXXX	6
33	X	X	2
32			0
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

LOCATION: Inglewood St. to Hawthorne Blvd.
[2821 190th St. (Parked WB)]

ROAD DESCRIPTION: 2 Lanes in each direction
On-Street Parking but only WB side, NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 43,219 **SEGMENT LENGTH:** 0.45

* * * * PACE * * *

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	74%	
% OVER PACE:	17%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 9 190thIngHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 11:14 **TIME STOP:** 11:32

FOR ROADWAY: 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	X		1
56			0
55			0
54			0
53	X	XXXX	5
52	X		1
51		XX	2
50	XXX	X	4
49	X	XXX	4
48	XX	XXXX	6
47	X	XXX	4
46	XXXXX	XXX	8
45		X	1
44	XXXXXXXXXX	XXXXXX	16
43	XX	XXXXXX	8
42	XXXXXXX	XX	9
41	XX	XXXX	6
40	XX	XX	4
39	XX	XXXX	6
38	XXX	XX	5
37	XX		2
36	X	X	2
35		XX	2
34	XX	X	3
33			0
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	100

* * * * PACE * * * *

LOCATION: Hawthorne Blvd. to Prairie Ave.
[4160 W. 190th St. (in median facing WB)]

ROAD DESCRIPTION: 3 lanes west, 2 Lanes east
NSAT, bike lane, multiple driveways

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 13 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.65 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 32,642 **SEGMENT LENGTH:** 0.56

85TH %:	48	M.P.H.
50TH %:	43	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	39 - 48	M.P.H.
% IN PACE:	68%	
% OVER PACE:	17%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 10 190thHawPra.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 10:43 **TIME STOP:** 11:01

FOR ROADWAY: 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	X		1
54	X		1
53	X	X	2
52	XX		2
51	XXX	XX	5
50	XXXXX	XX	7
49	XX	XXX	5
48	X		1
47	X	XXX	4
46	XXXX	XXXX	8
45	XXXX	XX	6
44	XX	XXXXX	7
43	XX	XX	4
42	XXXXXXXX	X	9
41	X	XXX	4
40	XXX	XXXX	7
39	XXXX	XXXXXX	10
38	XXX	XXXXXXX	10
37		XX	2
36	X	X	2
35			0
34	X		1
33		XX	2
32			0
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	100

* * * * PACE * * * *

LOCATION: Prairie Ave. to Yukon Ave.
[18932 Felbar Ave. (parked WB of 190th)]

ROAD DESCRIPTION: 3 lanes east, 2 Lanes west
On-Street Parking, NSAT, bike lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.11 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 32,919 **SEGMENT LENGTH:** 0.50

85TH %:	49	M.P.H.
50TH %:	43	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	69%	
% OVER PACE:	24%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 11 190thPraYuk.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 10:21 **TIME STOP:** 10:36

FOR ROADWAY: 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		X	1
57			0
56	XXX		3
55	XXXX	X	5
54	X		1
53	XX	X	3
52			0
51	XXX	XX	5
50	XXX		3
49	XXX	X	4
48	XX	XXXX	6
47	XXXX	XX	6
46	XX	XXXX	6
45	XXXXXX	XXXX	10
44	XXX	XXXXX	8
43	XX	XXXXX	7
42	XX	XXX	5
41	XXXX	XXXX	8
40	X	XXX	4
39	X	X	2
38		XX	2
37	XXX	XXXX	7
36		X	1
35	X	X	2
34		X	1
33			0
32			0
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	100

* * * PACE * * *

LOCATION: Yukon Ave. to Crenshaw Blvd.
[3445 W. 190th St. (in median)]

ROAD DESCRIPTION: 3 lanes east, 2 Lanes west
On-Street Parking but only WB, NSAT, bike route sign WB only

MEDIAN TYPE: Raised Median (east half), 2-Way Left-Turn (west half)

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.22 ACC./MVM, **EXPECTED RATE:** 1.47 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 40,154 **SEGMENT LENGTH:** 0.41

85TH %:	50	M.P.H.
50TH %:	44	M.P.H.
15TH %:	39	M.P.H.
AVERAGE SPEED:	45	M.P.H.
10 MPH PACE:	40 - 49	M.P.H.
% IN PACE:	64%	
% OVER PACE:	21%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 12 190thYukCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 11:40 **TIME STOP:** 11:59

FOR ROADWAY: 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	X		1
56			0
55			0
54		X	1
53	X	XXX	4
52	XXX	X	4
51	X		1
50	XX		2
49	XX	XX	4
48	XX	XXX	5
47		XX	2
46	XX	XX	4
45	XX	XXX	5
44	XXXXX	XXXX	9
43	XXX	XXXXX	8
42	XXXXX	XXX	8
41	XXXXXXX	XX	9
40	XXXXX	XXXXXX	11
39		XXXXX	5
38	X	XXX	4
37	X	XXX	4
36	XX		2
35		X	1
34	X	X	2
33	X		1
32	X		1
31	X		1
30	X		1
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

* * * PACE * * *

LOCATION: Crenshaw Blvd. to Van Ness Ave.
[3445 W. 190th St. (in median)]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, bike route sign but no bike lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 14 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.46 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 46,982 **SEGMENT LENGTH:** 0.59

85TH %:	48	M.P.H.
50TH %:	42	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	67%	
% OVER PACE:	24%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 13 190thCreVan.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 12:15 **TIME STOP:** 12:45

FOR ROADWAY: 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	X		1
56			0
55			0
54		X	1
53		X	1
52			0
51		X	1
50	X		1
49	X		1
48	X	X	2
47	XX		2
46	XXXXX	XXXXXXX	12
45	XXX	XX	5
44	XXXX		4
43	XXXX	X	5
42	XXX	XXX	6
41	XXXX	X	5
40	XXXX	XX	6
39	XXXXXX	XXXXXX	12
38	X	XXX	4
37	XXXXXX	XXXX	10
36	X	XXX	4
35		XXXXX	5
34	XX	XXXXX	7
33	X	XX	3
32	X		1
31			0
30			0
29			0
28		X	1
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	101

* * * PACE * * *

LOCATION: Van Ness Ave. to Western Ave.
[1971 W. 190th St. (in median)]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, bike route sign but no bike lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 11 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.51 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 39,326 **SEGMENT LENGTH:** 0.50

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	68%	
% OVER PACE:	10%	
% UNDER PACE:	22%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 14 190thVanWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/8/17 **TIME START:** 09:28 **TIME STOP:** 10:20

FOR ROADWAY: 223RD 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	X	X	2
45	X		1
44	XXX		3
43		XX	2
42	X	X	2
41	XX	X	3
40	XX	XXX	5
39	XXXXXXXXX	XXXX	14
38	XXXXX	XXX	8
37	XXXX	XXXXXXXXX	14
36	XXXXXXXXX	XXXXXXXX	18
35	XXXXXXXX	XXXXXXXXX	17
34	XXXXXXXX	XXXXXXXXXX	18
33	XXXXXXX	XXXXXXXXXXXXXXX	27
32	XXXX	XXXXXXXXXXXX	16
31	XXXXXXXXXXXXXXX	XXXXXX	21
30	XXXXXX	XX	8
29	XXXXXXX	XX	9
28		X	1
27	XXX	XXXX	7
26	XX	X	3
25			0
24			0
23	X		1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	200

LOCATION: Border Ave. to Western Ave.
[EB: 1750 W. 223rd St.; WB: 2331 Abalone Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 18,133 **SEGMENT LENGTH:** 0.25

****PACE****

85TH %:	38	M.P.H.
50TH %:	33	M.P.H.
15TH %:	30	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	30 - 39	M.P.H.
% IN PACE:	81%	
% OVER PACE:	9%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 15 223rdBorWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 08:30 **TIME STOP:** 08:47

FOR ROADWAY: 235th 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	X		1
54		X	1
53			0
52	X		1
51			0
50			0
49			0
48			0
47	X	XXX	4
46	XX	XXXX	6
45	XX	XXX	5
44	X	XX	3
43	XX	XXX	5
42	XXXXXXXXX	XXXXXXX	15
41	XXXXXXX	XXXXXXXXXXXXX	20
40	XXXXXXXXXXXXXX	XXXX	18
39	XXXXXXXXXXXX	XXXXXXXXX	21
38	XXXXXXXXXXXXXX	XXXXXXXXXXXXX	27
37	XXXXXXXXX	XXXXXXXX	17
36	XXXXXX	XXXXXXXXXXXXX	18
35	XXXXXXX	XXXXXXXXX	15
34	XXXXX	XXXX	9
33	XXX	XXXX	7
32	XXXX		4
31	XX	X	3
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

LOCATION: Nadine Circle to Juniper Ave.
[EB: 2940 W. 235th St., WB: 2891 W. 235th St.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, bike lane

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.24 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 11,228 **SEGMENT LENGTH:** 0.34

****PACE****

85TH %:	41	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	84%	
% OVER PACE:	13%	
% UNDER PACE:	4%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 16 235thNadJun.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/19/17 **TIME START:** 15:44 **TIME STOP:** 16:29

FOR ROADWAY: 235th 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	X		1
48	X		1
47	X	X	2
46		XX	2
45	XX	X	3
44		XXXXX	5
43		XXX	3
42	XXXXXXX	XXXXXXX	14
41	XXXXXXXXXX	XXXXXX	16
40	XXXXXXXXXXXXX	XXXXX	18
39	XXXXXXXXXXXXXXX	XXXXXXX	23
38	XXXXXXXXXXXXXXX	XXXXXXXXXXXXXX	30
37	XXXXXXXXXXXX	XXXXXXXXXXXXX	25
36	XXXXXXXXX	XXXXXXXXXX	19
35	XXXXXX	XXXXXXXX	13
34	XX	XXXXXXXXX	11
33	XX	XXXX	6
32	XX	XX	4
31		XX	2
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	198

LOCATION: Juniper Ave. to Crenshaw Blvd.
[EB: 2716 W. 235th St., WB: 2609 W. 235th St.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, bike lane

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.15 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 10,923 **SEGMENT LENGTH:** 0.55

****PACE****

85TH %:	41	M.P.H.
50TH %:	37	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	38	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	88%	
% OVER PACE:	9%	
% UNDER PACE:	3%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 17 235thJunCre xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 08:30 **TIME STOP:** 09:19

FOR ROADWAY: ANZA 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	XX		2
51	XX	X	3
50	X		1
49	X	XX	3
48	XXXXX	XXX	8
47	XXXX	XXX	7
46	XXXXXXXX	XXXXX	13
45	XXXXXXXX	XXXXXX	14
44	XXX	XXXX	7
43	XXXXXXXXXX	XXXXXXXXXXX	22
42	XXXXXXX	XXXXXXXXXX	18
41	XXXXXXXX	XXXXXXXX	16
40	XXXXXX	XXXXXXXXX	15
39	XXXXXXXX	XXXXXX	14
38	XXXXXXXXX	XXXXXXXXX	18
37	XXXXXX	XXXXX	11
36	XXX	XXX	6
35	XX	X	3
34	X	XXXX	5
33	X	XXX	4
32	XXX	XXXX	7
31	X		1
30		X	1
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

****PACE****

LOCATION: 190th St. to Del Amo Blvd.
[NB: 19402 Anza Ave. (median on SB side), SB: 19507 Anza Ave. (parked on SB side)]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, bike lane, crosswalk at Narrot, signal at Halison

MEDIAN TYPE: Double Yellow C. Lane (w/ a 2-Way Left-Turn portion)

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.15 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 24,879 **SEGMENT LENGTH:** 0.72

85TH %:	45	M.P.H.
50TH %:	41	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	74%	
% OVER PACE:	13%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 19Anz190Del.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 14:20 **TIME STOP:** 14:46

FOR ROADWAY: ANZA 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			0
50	X		1
49			0
48		X	1
47	XXX		3
46		X	1
45	XX		2
44	XXX	X	4
43	XXXXX	X	6
42	XXXX	XXX	7
41	XXXXX	X	6
40	XXX	XXXXXXXX	11
39	XXX	XXXXXXXX	11
38	XXXXXXX	XXXXX	12
37	XXXX	XXX	7
36	XXX	XXXXX	8
35	XXX	XX	5
34	X	XXXXX	6
33	X	XXXX	5
32	XX	X	3
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	100

*****PACE*****

LOCATION: Del Amo Blvd. to Torrance Blvd.
[20909 Anza Ave. (parked SB)]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, school zone (NW corner of Garnet), bike lane, signals at Spencer and Emerald

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 22 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.01 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 26,051 **SEGMENT LENGTH:** 0.76

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:	79%	
% OVER PACE:	13%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 20AnzDelTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 09:29 **TIME STOP:** 09:42

FOR ROADWAY: ANZA 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	X		1
51		X	1
50	XX		2
49	X		1
48		X	1
47	X	X	2
46	XXXXX		5
45	XXX	XXX	6
44	XXXX	XXXX	8
43	XXXX	XXXXXXX	11
42	XXXXXX	XXXXX	11
41	XX	XXXXXXXXX	10
40	XXXX	XXXXXX	10
39	XXXX	XXXXXX	10
38	XXXXXX	X	7
37	XXX	XXX	6
36		XX	2
35	XX	XX	4
34			0
33			0
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	100

* * * PACE * * *

LOCATION: Torrance Blvd. to Lenore St.
[21405 Anza Ave. (median facing NB)]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, bike lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.36 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 27,037 **SEGMENT LENGTH:** 0.28

85TH %:	45	M.P.H.
50TH %:	41	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	42	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	84%	
% OVER PACE:	9%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 21AnzTorLen.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 09:53 **TIME STOP:** 10:49

FOR ROADWAY: ANZA AVENUE

SPEED (MPH)	NORTHBOUND	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	X		1
50	XX	X	3
49	X	X	2
48	XXXX	X	5
47	XXX		3
46	XXX	XXXXXXXXXX	13
45	XXXXXXXX	XXXX	12
44	XXXX	XXXXXXXX	12
43	XXXXXXXXXX	XXXXXXXXXXX	21
42	XXXXXX	XXXXXXXXXXXXX	19
41	XXXXXXXXX	XXXXX	14
40	XXXXXX	XXXXXXXXXXXXXX	20
39	XXXX	XXXXXXX	11
38	XXXXXXXXXX	XXXXXXX	17
37	XXXXXXXXXX	XXXXXXX	16
36	XXXXX	XXXXXXX	11
35	XX	XXXX	6
34	XXXX	XX	6
33	XXX		3
32	XX		2
31			0
30	X		1
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	200

LOCATION: Lenore St. to Carson St.
[NB: 21510 Anza Ave. (median on NB side), SB: 21721 Anza Ave. (median on NB side)]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, bike lane

MEDIAN TYPE: Double Yellow C. Lane

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.62 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 26,855 **SEGMENT LENGTH:** 0.22

****PACE****

85TH %:	44	M.P.H.
50TH %:	40	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	78%	
% OVER PACE:	8%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 22AnzLenCar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/22/17 **TIME START:** 10:59 **TIME STOP:** 12:06

FOR ROADWAY: ANZA 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	X	2
47	XX	X	3
46	XXXX	X	5
45	X	XX	3
44	XXXX	XXXXX	9
43	XXXXXXXXX	XXXX	13
42	XXXXXX	XXXXXX	12
41	XXXXXX	XXXXXXX	13
40	XXXXXXXX	XXXXXXX	15
39	XXXXXXXXXXXXX	XXXXXXXX	22
38	XXXXXXXXXX	XXXXXXXXXXXXX	24
37	XXXXXXXXXXXXX	XXXXXXXXX	23
36	XXXXXXXX	XXXXXXXXX	18
35	XXXXXXX	XXXXXXXX	14
34	XX	XXXXX	7
33	XX	XXXXX	7
32		XXX	3
31	X		1
30		XXXX	4
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

* * * * PACE * * *

LOCATION: Carson St. To Sepulveda Blvd.
[NB: 21910 Anza Ave. (parked on NB side), SB: 22013 Anza Ave. (median on SB side)]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, bike lane

MEDIAN TYPE: Double Yellow C. Lane

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.12 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 26,286 **SEGMENT LENGTH:** 0.30

85TH %:	42	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	82%	
% OVER PACE:	8%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 23AnzCarSep.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 09:16 **TIME STOP:** 09:51

FOR ROADWAY: ANZA 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			0
50	X		1
49			0
48	XX		2
47	X		1
46	XXX	XX	5
45	XXX		3
44	XXXXXX	XX	8
43	XXX	XXX	6
42	XXXXX	XXXXXXXX	13
41	XXXXX	XXXXXXXX	13
40	XXXXXXXXXXX	XXXXXXXX	20
39	XXXXXXXXX	XXXXXXXXXXX	21
38	XXXXXXXXXXXXXX	XXXXXXXXX	24
37	XXXXXXXX	XXXXXXXXXX	18
36	XXXXX	XXXXXX	11
35	XXXXXX	XXXXXXXX	14
34	XX	XXXXXXX	9
33	X	XXXXXXXX	9
32	XXX	XX	5
31	XXX	XXX	6
30	XXXX	XX	6
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

LOCATION: Sepulveda Blvd. to Lomita Blvd.
[NB: 22702 Anza Ave., SB: 22521 Anza Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, bike lane

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 26,292 **SEGMENT LENGTH:** 0.40

* * * * PACE * * * *

85TH %:	41	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:	14%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 24AnzSepLom.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 09:16 **TIME STOP:** 09:51

FOR ROADWAY: ANZA 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		X	1
53			0
52		X	1
51		X	1
50	X	X	2
49	X	XX	3
48		X	1
47		XX	2
46		XX	2
45		X	1
44	XX	XXXXX	7
43	XXX	XXX	6
42	XXXXX	XX	7
41	XXX	XXXXXXX	10
40	XXXXXXX	XXXXX	12
39	XXXXXXXXXXXXXX	XXXXX	20
38	XXXXXXXXXXX	XXXXX	17
37	XXXXXXXXXXXXXX	XXXXXXXX	23
36	XXXXXXXXX	XXXXXXXXXXX	20
35	XXXXXXX	XXXXXXX	14
34	XXX	XXXXXXXXXXXXX	15
33	XXXXXX	XXXXXXXXXX	16
32	XX	X	3
31	XXXX	X	5
30	XX		2
29	X	X	2
28	X	XX	3
27			0
26		XXX	3
25			0
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
	GRAND TOTALS		200

* * * PACE * * *

LOCATION: Lomita Blvd. to Calle Mayor
23034 Anza Ave (parked on NB side), 22925 Anza Ave. (parked on SB side)

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, bike lane

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 21,810 **SEGMENT LENGTH:** 0.24

85TH %:	41	M.P.H.
50TH %:	36	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	38	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	77%	
% OVER PACE:	14%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 09:16 **TIME STOP:** 09:51

FOR ROADWAY: ANZA 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			0
48	X		1
47			0
46			0
45	XXX	XX	5
44	XXX	X	4
43	XXX	XXXX	7
42	X	XXXXX	6
41	XXXXXXXXX	XXXXXXXX	16
40	XXX	XXXXX	8
39	XXXXX	XXXXXX	11
38	XXXXXXXXX	XXXXXXXXXXXX	22
37	XXXXXXXXXX	XXXXXXXXX	20
36	XXXXXXXXX	XXXXXXXX	17
35	XXXXXXXXXXXX	XXXXXXXXXX	22
34	XXXXXXXXX	XXXXXXX	16
33	XXXXXXXX	XXXX	12
32	XXXXXXXX	XXXXXXXX	16
31	XXXXX	XXX	8
30	X	XXX	4
29		XXX	3
28	X		1
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	201

****PACE****

LOCATION: Calle Mayor to Pacific Coast Hwy.
23614 Anza Ave (parked on NB side), 23511 Anza Ave (parked on SB side)

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 13,056 **SEGMENT LENGTH:** 0.69

85TH %:	40	M.P.H.
50TH %:	36	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	80%	
% OVER PACE:	12%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 26AnzCalPCH.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 08:30 **TIME STOP:** 08:58

FOR ROADWAY: ARLINGTON 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		X	1
44			0
43			0
42			0
41	X		1
40			0
39	XXX	X	4
38	XX	X	3
37	X	XXX	4
36	XX	XXXX	6
35	XXXX	XXX	7
34	XXXXXXXXX	XXX	12
33	XXXXXXXXX	XXXXXX	15
32	XXXXXXXXX	XXXXXX	15
31	XXX	XXX	6
30	XX	XXXXXX	8
29	XX	XXXX	6
28	X	XX	3
27	X	XXX	4
26		X	1
25		X	1
24	X		1
23		X	1
22		X	1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

LOCATION: Carson St. to Sepulveda Blvd.
[2700 Arlington Ave.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, School Zone, Bike Lane

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.63 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 5,432 **SEGMENT LENGTH:** 0.80

*****PACE*****

85TH %:	35	M.P.H.
50TH %:	32	M.P.H.
15TH %:	28	M.P.H.
AVERAGE SPEED:	33	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	82%	
% OVER PACE:	6%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 29ArlCarSep.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/3/17 **TIME START:** 09:12 **TIME STOP:** 09:36

FOR ROADWAY: ARLINGTON 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		XX	2
41			0
40	X	X	2
39	XX	XXX	5
38	X	XXX	4
37	XXXXXX	XXX	9
36	XX	XX	4
35	XXXXXXXXXX	XXX	13
34	XXXX	XXXXX	9
33	XXXXXXXXXX	XXXXX	15
32	XXXXXXXXX	XXXXXX	15
31	XXXXXX	XXX	9
30		XX	2
29	X	XXXXXXX	8
28		X	1
27	XXX		3
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	102

LOCATION: Sepulveda Blvd. to 239th St.
[23525 Arlington Ave.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, School Zone, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 15,480 **SEGMENT LENGTH:** 0.86

**** PACE ****

85TH %:	36	M.P.H.
50TH %:	32	M.P.H.
15TH %:	30	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	86%	
% OVER PACE:	9%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 30ArlSep239 xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/23/17 **TIME START:** 10:08 **TIME STOP:** 10:55

FOR ROADWAY: ARTESIA 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	XX		2
52	XX		2
51			0
50	XX		2
49	XX	XX	4
48	XXXX	X	5
47	XXXXXX	XX	8
46	XX	XXXX	6
45	XXX	XXX	6
44	XX	XXXXXXXX	10
43	XX	XXXXX	7
42	XXX	XXXXXX	9
41	XXXXXX	XXXXXXXXX	15
40	XXXXXX	XXXXXXXXX	15
39	XXXXXXXXXX	XXXXXXXXX	21
38	XXXXXXXXXX	XXXXXXXXX	21
37	XXXXXXX	XXXXX	12
36	XXXXXX	XXXXXXXXXX	17
35	XXXX	XXXXXX	10
34	XXXXXXX	XXXXXXXX	15
33	X	X	2
32	XXX	XX	5
31	X		1
30	XX		2
29	X		1
28			0
27			0
26			0
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

* * * PACE * * *

LOCATION: Hawthorne Blvd. to Prairie Ave.
[EB: 4240 Artesia Blvd., WB: 4047 Artesia Blvd.]

ROAD DESCRIPTION: 2 lane each direction
On-Street Parking, NSAT, shopping center, multipled driveways

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 14 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.74 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 34,571 **SEGMENT LENGTH:** 0.50

85TH %:	45	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	34 - 43	M.P.H.
% IN PACE:	71%	
% OVER PACE:	23%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 31ArtHawPra xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/23/17 **TIME START:** 09:46 **TIME STOP:** 11:14

FOR ROADWAY: ARTESIA 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	X	X	2
54	XXXX		4
53	XX		2
52	XX		2
51	X		1
50	XXXXX	X	6
49	XXX	XXXXXXX	10
48	XXXXXXXX	XXX	10
47	XXXXXX	XXX	9
46	XXXX	XX	6
45	XXXXXXXXX	XXXXXX	15
44	XXXX	XXXXX	9
43	XXXXXX	XXXXXXXX	14
42	XXXXXXXXX	XXXXXXX	16
41	XXXX	XXXXXXXXXX	13
40	XXXXXXX	XXXXX	12
39	XXXXXXXXXX	XXXXXXXX	18
38	XX	XXXXXXXX	10
37	XXX	XXXXXXXXX	12
36	XXXX	XXXXXX	10
35	XXXX	XXXXXXXX	12
34	XX	XX	4
33			0
32	X		1
31		X	1
30		X	1
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

* * * PACE * * *

LOCATION: Prairie Ave. to Yukon Ave.
[EB: 3814 Artesia Blvd., WB: 3635 Artesia Blvd.]

ROAD DESCRIPTION: 2 lane each direction
On-Street Parking, NSAT, multiple driveways

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 9 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.50 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 32,714 **SEGMENT LENGTH:** 0.50

85TH %:	47	M.P.H.
50TH %:	41	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	42	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	65%	
% OVER PACE:	26%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 48956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 32ArtPraYuk.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/23/17 **TIME START:** 09:22 **TIME STOP:** 11:35

FOR ROADWAY: ARTESIA 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	X		1
53	X		1
52	XX	X	3
51	XX	X	3
50	X		1
49	XX		2
48	XXX		3
47	XXX	XXX	6
46	XXXXXX	XXXXXX	12
45	XXXXXXXX	XXXXXX	14
44	XXXXXXX	XXXXXXXX	15
43	XXXXXXXXX	XXXXXXXXX	18
42	XXXXXX	XXXXX	11
41	XXXXXXXX	XXXXXXXXX	17
40	XXXXXXXX	XXXXXXX	15
39	XXXXXX	XXXXXXXX	14
38	XXXXX	XXXXXXXXX	14
37	XXXXX	XXXXXXX	12
36	XXXXX	XXXXXXXXX	15
35	XXXX	XXXX	8
34	XXX	XX	5
33	XXXX	XXX	7
32		XX	2
31			0
30	X		1
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

LOCATION: Yukon Ave. to Crenshaw Blvd.
[EB: 3350 Artesia Blvd., WB: 17326 Falda Ave.]

ROAD DESCRIPTION: 2 lane each direction
On-Street Parking, NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 9 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.50 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 32,927 **SEGMENT LENGTH:** 0.50

****PACE****

85TH %:	45	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	73%	
% OVER PACE:	16%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 33ArtYukCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/23/17 **TIME START:** 08:58 **TIME STOP:** 11:56

FOR ROADWAY: ARTESIA 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	XX		2
54			0
53		X	1
52	XX		2
51	X	X	2
50		XXX	3
49	XXX	XX	5
48	XX	XXXX	6
47	XXXXXX	XXXX	10
46	XXXXX		6
45	XXXX	XXXX	8
44	XXXXXX	XXXXX	11
43	XXXXXXXXXX	XXXXXXXX	17
42	XXXXXX	XXXXXX	12
41	XXXXXXXXX	XXXXX	14
40	XXXXXXXX	XXXXXXXX	15
39	XXXXXXXX	XXXXXXXXX	17
38	XXXXXXX	XXXXXXXXX	16
37	XXXXXXXX	XXXXX	13
36	XXX	XXXXXXXX	11
35	XXXXX	XXXX	9
34	XX	XX	4
33	X	XXXXXXX	8
32		XX	2
31		XXXX	4
30			0
29	X	X	2
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

* * * PACE * * *

LOCATION: Crenshaw Blvd. to Van Ness Ave.
[EB: 2712 Artesia Blvd., WB: 2325 Artesia Blvd.]

ROAD DESCRIPTION: 2 lane each direction
On-Street Parking, NSAT, signal at Casimir Ave.

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 10 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.55 ACC./MVM, **EXPECTED RATE:** 1.45 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 32,987 **SEGMENT LENGTH:** 0.50

85TH %:	46	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	68%	
% OVER PACE:	23%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 34ArtCreVan.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/23/17 **TIME START:** 08:58 **TIME STOP:** 11:56

FOR ROADWAY: ARTESIA BOULEVARD

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	X		1
55	X		1
54	XXX		3
53		X	1
52		X	1
51	X	X	2
50	XX	XXX	5
49	XX	XX	4
48	XX	XXXX	6
47	XXX	XX	5
46	XXXXXXXXXXXXXXX	XXXX	62
45	XXXXXXXXX	XXXXXXXX	18
44	XXXXXXXX	XXXXXX	15
43	XXXX	XXXXXXXX	12
42	XXXXXXXXXX	XXXXXXXX	19
41	XXXXXX	XXXXXXXXX	15
40	XXXXXXX	XXXXXXX	14
39	XXXXXXXX	XXXXXXX	16
38	XXXX	XXXX	8
37	XXXX	XXX	7
36	XXXXX	XXXXXXX	12
35	XXXX	XXXX	8
34		XXXXX	5
33	X	X	2
32	XX	X	3
31		XX	2
30	X	XX	3
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		250

PACE

LOCATION: Van Ness Ave. to Western Ave.
2040 Artesia Blvd (parked on EB side, 1935 W Artesia Blvd (parked on WB side)

ROAD DESCRIPTION: 2 lane each direction
On-Street Parking, NSAT, signal at Casimir Ave.

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 8 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.38 ACC./MVM, **EXPECTED RATE:** 1.45 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 38,948 **SEGMENT LENGTH:** 0.50

85TH %:	45	M.P.H.
50TH %:	43	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	74%	
% OVER PACE:	12%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 35ArtVanWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/3/17 **TIME START:** 10:01 **TIME STOP:** 10:24

FOR ROADWAY: 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	X		1
44			0
43		XX	2
42	XX		2
41		X	1
40	X		1
39	XXXX	XXX	7
38	XXXX	XXX	7
37	XXXXXX	XXX	9
36	XXXXXX	XXX	9
35	XX	XXXXXXXX	9
34	XXXXXXXX	XXXXX	13
33	XX	XXXX	6
32	XX	XX	4
31	XXXX	XXXXXXX	11
30	XXXX	XXXX	8
29	X	X	2
28		XX	2
27		XX	2
26	X		1
25	XX		2
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

* * * PACE * * *

LOCATION: 190th St. to Flagler Ln.
[19120 N. Beryl St.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, NSAT, School Zone, Bike Lane, curvilinear

MEDIAN TYPE: 2-Way Left-Turn (Double Yellow Center Line from Flagler to Towers Elementary)

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.23 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 11,168 **SEGMENT LENGTH:** 0.35

85TH %:	38	M.P.H.
50TH %:	33	M.P.H.
15TH %:	29	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	30 - 39	M.P.H.
% IN PACE:	83%	
% OVER PACE:	7%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 36Ber190Fla.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 11:35 **TIME STOP:** 12:34

FOR ROADWAY: CABRILLO 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	X		1
44			0
43			0
42	X		1
41		X	1
40		XX	2
39	X		1
38	XX	XX	4
37	XXXXXX	XX	8
36	XXX	XXX	6
35	XXXXXXX	XXXX	10
34	XXXXXX	XXX	9
33	XXXXXXXXXXXXXXX	XXXXXX	21
32	XXXXX	XXXXXXXXXX	15
31	XXXXXXX	XXXXXXX	13
30	XXXXXXXXXX	XXXXXX	17
29	XXXXXXXXX	XXXXXXXXX	18
28	XXXXXXX	XXXXXX	12
27	XXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXX	31
26	XXXX	XXXXXXXX	12
25	X	XX	3
24	XX	XXXXX	7
23	X	XXXX	5
22		XXX	3
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	200

LOCATION: Torrance Blvd. to Carson St.
[NB: 1640 Cabrillo Ave.; SB: 1519 Cabrillo Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 12,936 **SEGMENT LENGTH:** 0.35

PACE

85TH %:	34	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:	79%	
% OVER PACE:	12%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 37CabTorCar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 12:42 **TIME STOP:** 13:53

FOR ROADWAY: CABRILLO 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	X		1
45	X	X	2
44	XX		2
43		XX	2
42	XX		2
41		X	1
40	X	XXXX	5
39		X	1
38	XXXX	X	5
37	XXXXXX	XXXXXXX	13
36	XXXX	XXXXXXXXXXXXX	17
35	XXXXXXX	XXXXXX	13
34	XXXXXXXXX	XXXXXXXXXXX	20
33	XXXXXXXXXXXXXXX	XXXXXXXXXXX	26
32	XXXXXXXX	XXXXXXX	15
31	XXXXXXXX	XXXXXXXX	16
30	XXXXXXXXXX	XXXXX	16
29	XXXXXXXXXXX	XXXXXX	18
28	XXX	XXXX	7
27		XXXXXXXX	8
26	XXX	XX	5
25	XX	X	3
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

LOCATION: Carson St. to Plaza Del Amo
[NB: 2230 Cabrillo Ave.; SB: 1903 W 222nd St.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.71 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 7,604 **SEGMENT LENGTH:** 0.51

****PACE****

85TH %:	36	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:	81%	
% OVER PACE:	11%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 38CabCarPla.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/12/17 **TIME START:** 12:34 **TIME STOP:** 13:09

FOR ROADWAY: CABRILLO 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	X		1
38			0
37			0
36	XXX	XXXXXX	9
35	XXXX	XXX	7
34		XXXX	4
33	XXX	XXX	6
32	XXXXX	XXXX	9
31	XXXXXX	XXXXXX	12
30	XXXXX	XXXXX	10
29	XXXXXXX	XXXXX	12
28	XXXXXX	XXXXXXX	13
27	XXXXXX	X	7
26	XXX	X	4
25	X	XX	3
24		X	1
23	X		1
22	X		1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

PACE

LOCATION: Plaza Del Amo to Sepulveda Blvd.
[2443 Cabrillo Ave.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, bike lane, all-way stop at Lincoln, RR Xing btwn Santa Fe and Lincoln

MEDIAN TYPE: 2-Way Left-Turn (Double yellow center line from Plaza Del Amo to Lincoln)

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 6,774 **SEGMENT LENGTH:** 0.34

85TH %:	34	M.P.H.
50TH %:	29	M.P.H.
15TH %:	26	M.P.H.
AVERAGE SPEED:	31	M.P.H.
10 MPH PACE:	27 - 36	M.P.H.
% IN PACE:	89%	
% OVER PACE:	1%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 39CabPlaSep.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/12/17 **TIME START:** 13:26 **TIME STOP:** 13:53

FOR ROADWAY: CABRILLO 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	X	X	2
37	XXX	X	4
36	XXX	XXXX	7
35	XXXXXXX	X	8
34	XXXX	XXXXXX	10
33	XXXXXXX	XXXXXX	13
32	XXXXXXXXX	XXXXXXXX	16
31	XXXXXX	XXXXX	11
30	XX	XXX	5
29	XXXXXX	XX	8
28	XXXXX	XXXX	9
27	XX	X	3
26	XX	X	3
25	XX		2
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	101

LOCATION: Sepulveda Blvd. to South City Limit
[23007 Cabrillo Ave.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, bike lane, park at Cabrillo & 236th

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 7,867 **SEGMENT LENGTH:** 0.84

****PACE****

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:	90%	
% OVER PACE:	2%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 40CabSepSCL.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/13/17 **TIME START:** 08:31 **TIME STOP:** 09:03

FOR ROADWAY: CALLE MAYOR

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	X		1
45	X		1
44	X		1
43		X	1
42	XXX		3
41		XX	2
40	XX		2
39	XXXXXX	XXXX	10
38	XXXXXX	XXX	9
37	XXXXXXXX	XXXX	12
36	XXXXX	XXX	8
35	XXX	XXXXXXXXX	12
34	XXXXX	XXXXX	10
33	X	XXXXXXX	8
32		XXXXX	5
31	X	XXXXXX	7
30	XX	X	3
29		XXXX	4
28		X	1
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

* * * PACE * * *

LOCATION: Palos Verdes to Via La Selva
[101 Via Pasqual]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: Raised Median (2-way l.t. from Palos Verdes to Soledad)

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 3,483 **SEGMENT LENGTH:** 0.58

85TH %:	38	M.P.H.
50TH %:	35	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	36	M.P.H.
10 MPH PACE:	30 - 39	M.P.H.
% IN PACE:	84%	
% OVER PACE:	11%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 41CalPalVia xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/13/17 **TIME START:** 09:18 **TIME STOP:** 09:42

FOR ROADWAY: CALLE MAYOR

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	X	X	2
38	XXXX	XXX	7
37	XXXXXX	X	7
36	XXX	XXX	6
35	XXXXXXXX	XX	10
34	XXXX	XXXXXXXX	11
33	XXXXXXXX	XXXXXXXXXX	19
32	XXXXX	XXXXX	10
31	XX	XXXX	6
30	XX	XXXXX	7
29	XXX	XXXXXX	9
28	X	X	2
27	XXX	X	4
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

LOCATION: Via La Selva to Newton St.
[5631 Riviera Way]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: Raised Median (2-way l.t. from Altos to Newton)

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 8,324 **SEGMENT LENGTH:** 0.62

****PACE****

85TH %:	36	M.P.H.
50TH %:	32	M.P.H.
15TH %:	29	M.P.H.
AVERAGE SPEED:	33	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	92%	
% OVER PACE:	2%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 42CalViaNew.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/13/17 **TIME START:** 09:48 **TIME STOP:** 10:24

FOR ROADWAY: CALLE MAYOR

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	X		1
41			0
40	XX		2
39	X		1
38			0
37	X	X	2
36	XXXXX	X	6
35	XXXXX	XX	7
34	XXXXXX	XXX	9
33	XXX	XXXXX	8
32	XXX	XXXXX	8
31	XXXXXX	XXXXXX	12
30	X	XXX	4
29	XXXXXXXXXX	XXXXXXXXXX	20
28	XXX	XXXXXX	9
27	XX	XXXX	6
26	X	XX	3
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	99

LOCATION: Newton St. to Pacific Coast Hwy.
[5314 Calle Mayor]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 8,451 **SEGMENT LENGTH:** 0.07

**** PACE ****

85TH %:	34	M.P.H.
50TH %:	30	M.P.H.
15TH %:	27	M.P.H.
AVERAGE SPEED:	31	M.P.H.
10 MPH PACE:	27 - 36	M.P.H.
% IN PACE:	90%	
% OVER PACE:	6%	
% UNDER PACE:	4%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40996
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 43CalNewPCH.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/13/17 **TIME START:** 10:28 **TIME STOP:** 10:44

FOR ROADWAY: CALLE MAYOR

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		XX	2
53			0
52			0
51		XX	2
50			0
49		X	1
48		XX	2
47	X	XX	3
46	XX	XXXX	6
45	XX	X	3
44	X	XX	3
43	XX	XX	4
42	XXX	XXXX	7
41	XXXXXX	XXXX	10
40	XXXXX	XXXXXXXXXX	15
39	XXXXXXXXX	XXXX	13
38	XXX	XXX	6
37	XXXXXXX	X	8
36	XXX	XXXX	7
35	X	X	2
34	XX		2
33	X	X	2
32			0
31	XX		2
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

* * * * PACE * * * *

LOCATION: Pacific Coast Hwy. to Anza Ave.
[4812 MacAfee Rd.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, school zone

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.68 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 13,047 **SEGMENT LENGTH:** 0.62

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	76%	
% OVER PACE:	16%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 44CalPCHAnz.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/13/17 **TIME START:** 12:38 **TIME STOP:** 13:38

FOR ROADWAY: CALLE MIRAMAR

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	X		1
38			0
37	X	X	2
36	X		1
35	XXXX	X	5
34	XXX		3
33	XXXX	XXX	7
32	XXXX	XXXX	8
31	XXX	XXXXXXX	10
30	XXXXX	XXXX	9
29	XXXX	XXXX	8
28	XXXXXX	XXXXXXXXXXX	17
27	XXXXXXX	XXXXXXXXXXX	18
26	XXXXX	X	6
25	XXX	XXXXXX	9
24	XXXXXX	XXXXXX	11
23	XXXX	XXXXX	9
22	X	XX	3
21	XX	XX	4
20	X	XX	3
19		X	1
18			0
17			0
16			0
15			0
		GRAND TOTALS	136

LOCATION: Palos Verdes to Paseo De La Playa
[EB: 301 Calle Miramar, WB: 324 Calle Miramar]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking, crosswalk at Paseo De La Playa

MEDIAN TYPE: Rasied Median

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.35 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 25 **PROPOSED SPEED LIMIT:** 25

AVERAGE DAILY TRAFFIC: 1,831 **SEGMENT LENGTH:** 0.37

**** PACE ****

85TH %:	32	M.P.H.
50TH %:	27	M.P.H.
15TH %:	23	M.P.H.
AVERAGE SPEED:	28	M.P.H.
10 MPH PACE:	23 - 32	M.P.H.
% IN PACE:	77%	
% OVER PACE:	15%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

TRAFFIC No. 1575

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 45CalPalPas.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 08:30 **TIME STOP:** 08:55

FOR ROADWAY: CARSON 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		X	1
48			0
47			0
46			0
45			0
44		X	1
43		XXX	3
42	XXXXX	XX	7
41	XXXX	XXXXX	9
40	XXXX	XXXX	8
39	XXXXXX	XXX	9
38	XXXXXX	XX	8
37	XXXXX	XXX	8
36	X	XXXXXXX	8
35	XXXXXXX	XXX	10
34	XXXXX	XXX	8
33	XXXXXXX	XX	9
32	XX	XXX	5
31	X		1
30	X		1
29	X	XXX	4
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

LOCATION: Palos Verdes Blvd. to Anza Ave.
[21718 Vicky Ave.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 6,979 **SEGMENT LENGTH:** 0.47

****PACE****

85TH %:	40	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:	84%	
% OVER PACE:	5%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 46CarPalAnz.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 12:16 **TIME STOP:** 13:07

FOR ROADWAY: CARSON 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		XX	2
49			0
48			0
47	XXXX	XX	6
46	XX	XX	4
45	XXX	XX	5
44	XXXXXXX	XXX	10
43	XXXXXXXXXXX	XXXXXX	17
42	XXXXXXXXXX	XXXXXXXX	19
41	XXXXXXXXXXXX	XXXXX	18
40	XXXXXXX	XXXXXXXXXXXX	19
39	XXXXXXXX	XXXX	12
38	XXXXXXXXX	XXXXXXXXXXX	20
37	XXXX	XXXXXXXXXXXXX	17
36	XXXXXX	XXXXXXXXX	15
35	XXXXXXX	XXXXXXXX	15
34	XX	XX	4
33	XX	XXXXX	7
32	X	XXX	4
31			0
30	XXX		3
29			0
28		X	1
27		XX	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

*****PACE*****

LOCATION: Anza Ave. to Ocean Ave.
[EB: 4010 W. Carson St.; WB: 4009 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Jefferson M.S. on WB side of Carson, Signal on Kent for Ped Xing, bike route sign

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 13,926 **SEGMENT LENGTH:** 0.30

85TH %:	42	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	81%	
% OVER PACE:	9%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 47CarAnzOce.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 10:46 **TIME STOP:** 11:57

FOR ROADWAY: CARSON 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		X	1
49			0
48			0
47	X	X	2
46		XX	2
45		XX	2
44	XXX	X	4
43	XXXXX	XXXXX	10
42	XX	XXX	5
41	XXXXX	XXXXX	10
40	XXXXXXXX	XXXXX	13
39	XXX	XXXXXXXXX	11
38	XXXXXXXX	XXXXXX	14
37	XXX	XXXXXXXXX	11
36	XXXXXX	XXXXXXXXXXX	16
35	XXXXXXXX	XXXXXXXXXXXX	18
34	XXXXXXXXXXXX	XXXXXXXX	20
33	XXXXXXXXXX	XXX	13
32	XXXXXXXXXX	XXXX	14
31	XXXXXX	XXXXX	11
30	XX	XX	4
29	XXXXXX	XXXX	10
28	XXX	XXXX	7
27			0
26		XX	2
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

LOCATION: Ocean Ave. to Madrona Ave.
[EB: 3522 W. Carson St.; WB: 3533 W. Carson St.]

ROAD DESCRIPTION: 3 lanes each direction (2 lanes each direction from Ocean to Hawthorne)
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.37 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 27,570 **SEGMENT LENGTH:** 0.45

****PACE****

85TH %:	40	M.P.H.
50TH %:	35	M.P.H.
15TH %:	30	M.P.H.
AVERAGE SPEED:	36	M.P.H.
10 MPH PACE:	31 - 40	M.P.H.
% IN PACE:	71%	
% OVER PACE:	18%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 48CarOceMad.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 10:20 **TIME STOP:** 10:37

FOR ROADWAY: CARSON 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		X	1
47	XX		2
46			0
45	XX	X	3
44	X	X	2
43	XXX	X	4
42	XXX	XXXX	7
41	XXXXXX	XXX	9
40	XXXX	XXXX	8
39	XXXXXXX	XX	9
38	X	XXXXX	6
37	XXX	XXX	6
36	XXXX	XXXX	8
35	XXXXX	XXXX	9
34	XX	XXXXXX	8
33	XXX	XX	5
32	XX	XXXX	6
31	X		1
30		XXX	3
29		X	1
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

LOCATION: Madrona Ave. to Maple Ave.
[3017 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking (no parking WB side)

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.11 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 28,730 **SEGMENT LENGTH:** 0.28

****PACE****

85TH %:	41 M.P.H.
50TH %:	37 M.P.H.
15TH %:	32 M.P.H.
AVERAGE SPEED:	38 M.P.H.
10 MPH PACE:	33 - 42 M.P.H.
% IN PACE:	75%
% OVER PACE:	12%
% UNDER PACE:	13%

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 49958 CIVIL STATE OF CALIFORNIA

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

TRAFFIC No. 1575

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 49CarMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 09:56 **TIME STOP:** 10:12

FOR ROADWAY: CARSON 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	X		1
48	X	XXX	4
47	X		1
46	XXXX	XXX	7
45	XXXX	X	5
44	XXX	X	4
43	XX	XXX	5
42	XX	XXXXXXXX	10
41	XXXXXX	XX	8
40	XXX	XXXX	7
39	XXXX	XXXX	8
38	XXXXX	XXX	8
37	XXXXX	XXXXX	10
36	X	XXXXX	6
35	XXX	XXXXXX	9
34	XXXX		4
33	X		1
32			0
31		X	1
30		X	1
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

LOCATION: Maple Ave. to Crenshaw Blvd.
[2673 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, School Zone

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.20 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 28,556 **SEGMENT LENGTH:** 0.65

****PACE****

85TH %:	**44**	**M.P.H.**
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	75%	
% OVER PACE:	18%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 50CarMapCre xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 09:27 **TIME STOP:** 09:47

FOR ROADWAY: CARSON 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	X		1
49			0
48	X		1
47		XX	2
46	XX		2
45	X	X	2
44	X		1
43		XXXX	4
42	XX	X	3
41	X	XX	3
40	XXXX	XXX	7
39	XXX	XX	5
38	XXXX	XXXX	8
37	XX	XX	4
36	XXXXXXX	XX	9
35	XXXXXXX	XXXX	11
34	XXXX	XXXXX	9
33	XXXX	XXXX	8
32	XXX	XX	5
31	XX	XXX	5
30	X	XXXXXX	7
29		XX	2
28			0
27			0
26			0
25			0
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

LOCATION: Crenshaw Blvd. to Arlington Ave.
[2073 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, School Zone

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.23 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 38,275 **SEGMENT LENGTH:** 0.62

****PACE****

85TH %:	41	M.P.H.
50TH %:	35	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	31 - 40	M.P.H.
% IN PACE:	71%	
% OVER PACE:	19%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 51CarCreArl xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 08:56 **TIME STOP:** 09:18

FOR ROADWAY: CARSON 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	XX		2
47			0
46	XX		2
45	XX		2
44		X	1
43	X		1
42	XX	X	3
41	XX	X	3
40	XX	XX	4
39	XXXXXXX	X	8
38	XXXXX	XXXXX	9
37	XXXXX	XXXXXX	11
36	XXXXX	XXXX	9
35	XXX	XXXX	7
34	XXXX	XXXX	8
33	X	XX	3
32	XXXXX	XXXXXXX	12
31	XX	XXXX	6
30	X	XXXX	5
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	100

****PACE****

LOCATION: Arlington Ave. to Cabrillo Ave.
[1919 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.15 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 30,162 **SEGMENT LENGTH:** 0.20

85TH %:	**40**	**M.P.H.**
50TH %:	35	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	36	M.P.H.
10 MPH PACE:	30 - 39	M.P.H.
% IN PACE:	78%	
% OVER PACE:	18%	
% UNDER PACE:	4%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 52CarArlCab.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 08:30 **TIME STOP:** 08:49

FOR ROADWAY: CARSON 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		X	1
47			0
46			0
45	X	XX	3
44	X		1
43	XX	X	3
42			0
41	XX	X	3
40	XX	XXX	5
39	XXXX		4
38	XXXXXX	XX	8
37	X	XXX	4
36	XXXXX	XXXX	9
35	XXX	XXXXXXXXX	11
34	XX	XXXXXXXXX	10
33	XXX	XXXXX	8
32	XXX	XX	5
31	XXXX	XXX	7
30	XXXX	XX	6
29	XXX	XX	5
28		X	1
27	XX	XX	4
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

LOCATION: Cabrillo Ave. to Western Ave.
[1735 W. Carson St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 7 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.62 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 33,030 **SEGMENT LENGTH:** 0.31

PACE

85TH %:	39	M.P.H.
50TH %:	34	M.P.H.
15TH %:	29	M.P.H.
AVERAGE SPEED:	35	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	73%	
% OVER PACE:	20%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 48956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 53CarCabWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/3/17 **TIME START:** 11:55 **TIME STOP:** 12:32

FOR ROADWAY: CIVIC CENTER DRIVE

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	X		1
47			0
46			0
45			0
44			0
43	X		1
42		X	1
41	XX		2
40	X		1
39	XX	X	3
38	XXX	X	4
37	XXX	XXXX	7
36	XXX		3
35	XXXXXXX	X	7
34	XXXXX	XXXXXX	11
33	XXXXXXXXXX	XX	12
32	XXXXXXXXX	X	10
31	XXXXX	XXX	8
30	X	XXX	4
29	XX	XXXX	6
28	XXXXXX	XXX	9
27	XX	XX	4
26	X	XX	3
25			0
24	X	XX	3
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
	GRAND TOTALS		100

LOCATION: Madrona Ave. to Maple Ave.
[3324 Civic Center Dr.]

ROAD DESCRIPTION: 1 lane each direction
NSAT, NPAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 25 **PROPOSED SPEED LIMIT:** 25

AVERAGE DAILY TRAFFIC: 2,479 **SEGMENT LENGTH:** 0.27

**** PACE ****

85TH %:	36	M.P.H.
50TH %:	32	M.P.H.
15TH %:	27	M.P.H.
AVERAGE SPEED:	33	M.P.H.
10 MPH PACE:	28 - 37	M.P.H.
% IN PACE:	77%	
% OVER PACE:	13%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 54CivMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 09:55 **TIME STOP:** 10:12

FOR ROADWAY: CRENSHAW BOUELVARD

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		XX	2
51	X		1
50	X	XX	3
49	X		1
48	X		1
47	X	XXX	4
46	X	XX	3
45	XX	XXXX	6
44	XX	XXXX	6
43	XXXXXX	XXXX	10
42	XXXXX	XXXXXX	11
41	XXXX	XXX	7
40	XXXXX	XX	7
39	XXXXXX	X	7
38	XXXXX		5
37	XXXXX	XXX	8
36	X	XXXX	5
35		XX	2
34	XX	XXX	5
33	X	XXX	4
32			0
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

*****PACE*****

LOCATION: North City Limit to Artesia Blvd.
[17030 Crenshaw Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 9 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.40 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 32,648 **SEGMENT LENGTH:** 0.63

85TH %:	45	M.P.H.
50TH %:	41	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	72%	
% OVER PACE:	16%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 55CreNCLArt xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 09:29 **TIME STOP:** 09:48

FOR ROADWAY: CRENSHAW 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	X	X	2
53	XX		2
52		X	1
51			0
50			0
49	X		1
48	XX	X	3
47			0
46	X	XXX	4
45	XX	XX	4
44	XX	XXXX	6
43	XXXXX	XXXX	9
42	XXXXXX	XXXX	10
41	XX	XXXXXX	8
40	XXXXX	XXXX	9
39	XXXX	XXXX	8
38	XXXXXXXX	X	9
37	XXX	XXXX	7
36	XXX	XXXX	7
35		XX	2
34	XX	XX	4
33			0
32	X	XX	3
31			0
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

* * * PACE * * *

LOCATION: Artesia Blvd. to 182nd St.
[17817 Crenshaw Blvd.]

ROAD DESCRIPTION: NB: 3 lanes; SB: 3 lanes M-F 4-6PM, otherwise 2 lanes
On-Street Parking, NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 12 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.65 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 33,944 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	77%	
% OVER PACE:	13%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 56CreArt182 xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/21/17 **TIME START:** 08:30 **TIME STOP:** 08:54

FOR ROADWAY: CRENSHAW 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		X	1
55	X	X	2
54	X	X	2
53	XXX	X	4
52	X	XXX	4
51	X	XXX	4
50	XXXXX	XXX	8
49	XXX	XXXXXXXXX	12
48	XXXXXX	XXXX	9
47	XXXX	XXXXXX	10
46	XXXXX	XXXXXX	12
45	XXXXXX	XXXXXXXXXXX	17
44	XXXXX	XXXXXXXXX	14
43	XXXXXXX	XXXXXXXX	15
42	XXXXXX	XXXXXXXXXXX	17
41	XXXXXXXXXX	XXX	14
40	XXXXXXX	XXXXX	12
39	XXXXXXXX	XXXXX	13
38	XXXXX	XXX	8
37	XXXX	XX	6
36	XXXXXXX		7
35	XXX	XX	5
34			0
33	X		1
32			0
31			0
30		X	1
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	199

* * * * PACE * * * *

LOCATION: 182nd St. to 190th St.
[NB: 18600 Crenshaw Blvd., SB: 18705 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 10 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.32 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 54,327 **SEGMENT LENGTH:** 0.52

85TH %:	48	M.P.H.
50TH %:	43	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	39 - 48	M.P.H.
% IN PACE:	67%	
% OVER PACE:	19%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 57Cre182190.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 14:18 **TIME STOP:** 15:03

FOR ROADWAY: CRENSHAW BOUELVARD

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	XXX	X	4
57	XX	XX	4
56	XXXX		4
55	XX	X	3
54	XXXXXXXX	X	9
53	XXXX	XXX	7
52	XXXXXX	XXX	9
51	XXXXXX	XXXXXXX	13
50	XXXXXX	XXXXXX	12
49	XXXXXXX	XXXXXXXX	15
48	XXXXXX	XXXXXX	12
47	XXXXX	XXX	8
46	XXXXXXX	XXXXXXXX	15
45	XXXXXX	XXXXXXXXX	16
44	XXX	XXXXXXXXXXXX	15
43	XXXXXX	XXXXXXXX	14
42	XXXXXX	XXXXX	11
41	XX	XX	4
40	XX	XXXX	6
39	XXX	X	4
38	XXX	X	4
37	X		1
36	X	XXXX	5
35	X	XXX	4
34		X	1
33			0
32			0
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

* * * PACE * * *

LOCATION: 190th St. to Del Amo Blvd.
[NB: 19714 Crenshaw Blvd., SB: 19600 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 12 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.27 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 49,516 **SEGMENT LENGTH:** 0.81

85TH %:	52	M.P.H.
50TH %:	46	M.P.H.
15TH %:	41	M.P.H.
AVERAGE SPEED:	47	M.P.H.
10 MPH PACE:	42 - 51	M.P.H.
% IN PACE:	66%	
% OVER PACE:	20%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 58Cre190Del.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 13:55 **TIME STOP:** 14:12

FOR ROADWAY: CRENSHAW 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		X	1
54	X		1
53			0
52		X	1
51		XXXX	4
50	XXX	X	4
49	XXX	XX	5
48	XXX	X	4
47	XXXX	X	5
46	XXXXX	XXXXXX	11
45	XX	XX	4
44		XXXX	4
43	XXXXXX	XXXX	10
42	X	X	2
41	XXXXXXX	X	7
40	XXXXXX	XXXX	10
39	XXXX	XXXX	8
38	XX	XXXXXXX	9
37	X	XX	3
36	X	X	2
35		XX	2
34	X	X	2
33			0
32	X		1
31			0
30			0
29			0
28			0
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	101

* * * * PACE * * * *

LOCATION: Del Amo Blvd. to Dominguez St.
[588 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.23 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 47,718 **SEGMENT LENGTH:** 0.41

85TH %:	48	M.P.H.
50TH %:	42	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	69%	
% OVER PACE:	20%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 59CreDelDom.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 12:44 **TIME STOP:** 13:45

FOR ROADWAY: CRENSHAW BOUELVARD

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		X	1
55	X	X	2
54	X		1
53	XXX	XX	5
52	XXX	XX	5
51	X	XX	3
50	XX	X	3
49	XX	XXXX	6
48	XXX	XXXXXXX	10
47	XXXXXX	X	6
46	XXXX	XXXXXXXXX	13
45	XXXXXXXX	XXXXXX	14
44	XXX	XX	5
43	XXXXXXXXX	XXXXXXXX	17
42	XXXXXXX	XXXXXXXXX	16
41	XXXXX	XXXXX	10
40	XXXXXXXX	XXXXXXX	15
39	XXXXXXXXX	XXXXXXXXX	18
38	XXXXXXXXXX	XXXXXXXX	18
37	XXXXXXX	XXXX	11
36	XXXX	XXX	7
35		XXX	3
34	XX	XXXX	6
33	X	XX	3
32	X		1
31			0
30	X		1
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

******PACE******

LOCATION: Dominguez St. to Torrance Blvd.
[NB: 808 Crenshaw Blvd., SB: 2515 Maricopa St.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.21 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 41,228 **SEGMENT LENGTH:** 0.31

85TH %:	47	M.P.H.
50TH %:	41	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	42	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	69%	
% OVER PACE:	21%	
% UNDER PACE:	11%	

Speed Limit Increase Justification:
Based on the street segment's 85th percentile and CVC 51400(b), it is recommended that the speed limit be increased to 40 mph for this segment of Crenshaw Blvd.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 60CreDomTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 12:09 **TIME STOP:** 12:32

FOR ROADWAY: CRENSHAW BOUELVARD

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	XX	X	3
48			0
47	XXX	X	4
46	X	XX	3
45	X	X	2
44	X	XXXX	5
43	XX	XXX	5
42	XX	XXXXXXX	8
41	X	XXXXXXXX	8
40	XXXXXX	XXXXXXXXXX	15
39	XXX	XXX	6
38	XXXX	X	5
37	XX	XXX	5
36	XXXXXX	XXX	9
35	XX	XX	4
34	XXXXX	XX	7
33	XX	XXXXX	7
32		X	1
31			0
30	X	X	2
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

LOCATION: Torrance Blvd. to Carson St.
[1311 Crenshaw Blvd..]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.17 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 45,215 **SEGMENT LENGTH:** 0.35

*****PACE*****

85TH %:	43	M.P.H.
50TH %:	39	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	74%	
% OVER PACE:	23%	
% UNDER PACE:	3%	

Speed Limit Increase Justification:
Based on the street segment's 85th percentile and CVC 51400(b), it is recommended that the speed limit be increased to 40 mph for this segment of Crenshaw Blvd.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 61CreTorCar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 11:38 **TIME STOP:** 12:06

FOR ROADWAY: CRENSHAW 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		X	1
50			0
49			0
48			0
47			0
46	X	X	2
45	XXX	XX	5
44	XXX	X	4
43		XXX	3
42	X	XXXX	5
41	X	X	2
40	XXXX	XXX	7
39	XXXXXX	XXXXX	11
38	XXXXXX	XXXXXXX	13
37	XXXXXXXX	XXXXXX	14
36	XXX	XXXXX	8
35	XX	XXXXX	7
34	XXXXXX	XX	8
33	XXX	XXX	6
32	XX		2
31			0
30	X	X	2
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

LOCATION: Carson St. to Sepulveda Blvd.
[2370 Crenshaw Blvd..]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 19 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.59 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 44,936 **SEGMENT LENGTH:** 0.65

****PACE****

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:	81%	
% OVER PACE:	15%	
% UNDER PACE:	4%	

Speed Limit Decrease Justification:
Based on the street segment's 85th percentile and CVC 51400(b), it is recommended that the speed limit be decreased to 40 mph for this segment of Crenshaw Blvd.

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 62CreCarSep.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 11:16 **TIME STOP:** 11:29

FOR ROADWAY: CRENSHAW 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		X	1
52		XX	2
51		XXXX	4
50			0
49	XXXX	XXX	7
48	XXX	XX	5
47	XXX	XXXX	7
46	XXXXXX	X	7
45	XXXXX	XXXXXXXXX	14
44	XXXXX	XXXXX	10
43	XXXX	X	5
42	XXXX	XX	6
41	XX	XXX	5
40	XX	XXXX	6
39	X	XX	3
38	XXXX	XX	6
37	XX	XX	4
36	XXXX		4
35		X	1
34		XX	2
33			0
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	100

PACE

LOCATION: Sepulveda Blvd. to 235th St.
[23020 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.06 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Excellent

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 50,785 **SEGMENT LENGTH:** 0.63

85TH %:	47	M.P.H.
50TH %:	43	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	40 - 49	M.P.H.
% IN PACE:	72%	
% OVER PACE:	7%	
% UNDER PACE:	21%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 63CreSep235.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 10:48 **TIME STOP:** 11:13

FOR ROADWAY: CRENSHAW 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		X	1
48	X	XX	3
47	X	X	2
46	XX	XX	4
45	XXXX		4
44	XXX	XXXXXX	9
43	XX	XX	4
42	XXX	XXXXXX	9
41	XXXXXX	X	7
40	XXXXXXXXX	XXX	12
39	XXXXX	XXXX	9
38	XXXX	XXXXXXX	11
37	X	XXXX	5
36	XXXX	XXXX	8
35	X	XXX	4
34		XX	2
33	X	XX	3
32	XX		2
31			0
30	X		1
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

* * * PACE * * *

LOCATION: 235th St. to Lomita Blvd.
[23900 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.11 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Excellent

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 51,236 **SEGMENT LENGTH:** 0.47

85TH %:	44	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:	78%	
% OVER PACE:	10%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 64Cre235Lom.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/16/17 **TIME START:** 09:34 **TIME STOP:** 10:44

FOR ROADWAY: CRENSHAW 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	X		1
54	XX		2
53		X	1
52			0
51	XX	XX	4
50	X	X	2
49		XX	2
48	XX	XX	4
47	XX	XX	4
46	XXX	XXXXX	8
45	XXXXX	XXXX	9
44	XXXXX	XXXX	9
43	XXXXXXXX	XX	10
42	XXXXX	XXXXX	10
41	XXXX	XXXXX	9
40	XXXXXXXX	XXXXXXX	15
39	XXXXXXXXX	XXXXXXXXXX	20
38	XXXXXXXXXXX	XXXXXXXXXX	23
37	XXXXX	XXXXXXXXXXXXXXX	20
36	XXXXXX	XXXXX	11
35	XXXXXX	XX	8
34	X	XXXXXXX	8
33	XXXXXX	X	7
32	XX	XX	4
31	X	X	2
30	XXX	XX	5
29		XX	2
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

* * * PACE * * *

LOCATION: Lomita Blvd. to Skypark Dr.
[NB: 24260 Crenshaw Blvd., SB: 24413 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, signal at Torrance Crossroads

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.28 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 41,290 **SEGMENT LENGTH:** 0.32

85TH %:	44	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	68%	
% OVER PACE:	14%	
% UNDER PACE:	18%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 65CreLomSky.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/16/17 **TIME START:** 08:30 **TIME STOP:** 09:27

FOR ROADWAY: CRENSHAW 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	X		1
57	X	X	2
56	X	X	2
55	X		1
54	XXXX	X	5
53	XXX	XXX	6
52	XXXXXX	XX	8
51	XXXXXX	XX	8
50	XX	X	3
49	XXXXXXXX	XXX	11
48	XXX	XXXX	7
47	XXX	XXXXXXXXX	11
46	XXXXXXX	XXXX	11
45	XXXXXX	XXXXXXX	13
44	XXXXXXXXXX	XXXXXXXXX	19
43	XXXXXXX	XXX	10
42	XXXXXX	XXXXXXXXXX	16
41	XXXXXX	XXXXXXXXXX	16
40	XXXXXX	XXXXXX	12
39	XX	XXXXXX	8
38	XXXXXXXX	XXXXXXXX	16
37	XX	XXX	5
36	X	XX	3
35		XX	2
34		X	1
33		X	1
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	200

* * * * PACE * * * *

LOCATION: Skypark Dr. to Pacific Coast Hwy.
[NB: 2477 250th St., WB: 2477 250th St.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, signal at Airport Dr.

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 21 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.62 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 40,772 **SEGMENT LENGTH:** 0.76

85TH %:	50	M.P.H.
50TH %:	43	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	66%	
% OVER PACE:	27%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 66CreSkyPCH.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/20/17 **TIME START:** 09:28 **TIME STOP:** 10:35

FOR ROADWAY: CRENSHAW BOUELVARD

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		X	1
56			0
55		X	1
54	XXX		3
53	X	XXXX	5
52	X	XX	3
51	XXXX		4
50	XXXX	XX	6
49	XXXX	XXXXX	9
48	XX	XXXXX	7
47	XXXXXXX	XXXXXXXX	13
46	XXXXXXXX	XXXXX	13
45	XXXXX	XXXXXXXX	13
44	XXXXXXXX	XXXX	12
43	XXXXXX	XXXXXXXXXX	17
42	XXXXXXXXXX	XXXXXX	17
41	XXXXXXXX	XX	11
40	XXXXXXXXX	XXXXXXX	17
39	XXXXXXXX	XXXXXXX	15
38	XXXXX	XXXXX	10
37	X	XXX	4
36	XX	XXXXX	7
35	X	XXXXX	6
34		XX	2
33		X	1
32	X	X	2
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

****PACE****

LOCATION: Pacific Coast Hwy. to South City Limit
[NB: 25620 Crenshaw Blvd., SB: 25633 Crenshaw Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.04 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Excellent

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 33,219 **SEGMENT LENGTH:** 0.62

85TH %:	48	M.P.H.
50TH %:	42	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	69%	
% OVER PACE:	20%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 08:49 **TIME STOP:** 09:55

FOR ROADWAY: DEL AMO 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			0
50	X	X	2
49	X	XX	3
48	X		1
47	XX		2
46	XXX	XX	5
45	XXX	XXX	6
44	XXXX	XXXXX	9
43	XXXXXXXXX	XXXXXX	15
42	XXXXXXXXXX	XXXX	14
41	XXXXXXXX	XXXXXXXXX	17
40	XXXXXXXXXX	XXXXXXXXXXXXXXXX	25
39	XXXXXXXXX	XXXXXXXXXXXX	21
38	XXXXXXXXXXXX	XXXXXXXXXXXX	25
37	XXXXXXXXX	XXXXXXXXX	18
36	XXXX	XXXXXXXXXX	14
35	XXXXXXXX	XX	10
34	XXXX	XX	6
33	X	XXXX	5
32			0
31			0
30		X	1
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

LOCATION: West City Limit to Henrietta St.
[EB: 5503 Konya Dr.; WB: 20125 Wayne Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, School Zone, Bike Lane

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 18,502 **SEGMENT LENGTH:** 0.23

****PACE****

85TH %:	43	M.P.H.
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	84%	
% OVER PACE:	10%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 69DelWCLHen.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 10:09 **TIME STOP:** 10:35

FOR ROADWAY: DEL AMO 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	XX		2
49	XX	X	3
48		XX	2
47		X	1
46	XXXX		4
45	XX	XXXXXX	8
44	XXX	XXX	6
43	X	XXXXXXX	8
42	XXXX	XXXXXXX	11
41	XXXXXX	XXXXX	11
40	XXXXXX	XXXX	10
39	XXXXXXX	XXXX	11
38	XX	XX	4
37	XXX	X	4
36	XXXX	XX	6
35	XX	XXX	5
34	XX		2
33			0
32		XX	2
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	100

* * * PACE * * *

LOCATION: Henrietta St. to Anza Ave.
[5306 Carmelynn St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, School Zone, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.09 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 21,330 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	40	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	79%	
% OVER PACE:	12%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 70DelHenAnz xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 10:43 **TIME STOP:** 11:06

FOR ROADWAY: DEL AMO 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		X	1
49	X		1
48		XXXXX	5
47	X		1
46	XXX	X	4
45	XX	X	3
44	XXXX	XXX	7
43	XXXXXX	XXXX	10
42	XXX	XXXXX	8
41	XXX	XXXX	7
40	XXXXXX	XXXX	10
39	XXXXX	XXXX	9
38	XXXXXXX	XXXXXXXX	15
37	X	XXXXX	6
36	XX	X	3
35	XXX		3
34		X	1
33		X	1
32	X	X	2
31	X		1
30			0
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	100

* * * PACE * * *

LOCATION: Anza Ave. to Hawthorne Blvd.
[4460 Del Amo Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, School Zone, Bike Route Sign, No parking WB side

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.32 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 23,153 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	79%	
% OVER PACE:	9%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 71DelAnzHaw xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 11:13 **TIME STOP:** 11:39

FOR ROADWAY: DEL AMO 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			0
48	XX		2
47	X		1
46	XX	XX	4
45	X		1
44	XX	XX	4
43	XX	XX	4
42	XX	XX	4
41	XXX		3
40	XXXXXXXXXXX	XXX	14
39	XXXX	XXX	7
38	XXX	XXX	6
37	XXXXXXX	XXXXXXXX	15
36	XX	XXXX	6
35	X	XXXXX	6
34	XXX	XX	5
33	XX	XXX	5
32	X	XXXX	5
31		XX	2
30	X		1
29		X	1
28		XXX	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		100

LOCATION: Hawthorne Blvd. to Madrana Ave.
[3722 Del Amo Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 9 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.64 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 26,695 **SEGMENT LENGTH:** 0.48

****PACE****

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:	72%	
% OVER PACE:	20%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 72DelHawMad.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 11:47 **TIME STOP:** 12:52

FOR ROADWAY: DEL AMO 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	X	X	2
55			0
54	X		1
53	X	XX	3
52	XXX	XX	5
51	XX	XXX	5
50	X	XXX	4
49	XXX	XXXX	7
48	XXXX	XXXXXXX	11
47	XXXXXXX	XXXXXXXX	13
46	XXXXX	XXXX	9
45	XXXXX	XXXXX	10
44	XXXXXXX	XXXXXXXXX	15
43	XXXXXXX	XXXXXXXXXXXXX	19
42	XXXXXXXX	XXXXXXXXXXXXXXXXX	25
41	XXXXXXXXXX	XXXXXXX	18
40	XXXXX	XXX	8
39	XXXXXXX	XXXX	11
38	XXXXXXX	XXX	10
37	XXXX	XXXXXXX	11
36	X		1
35	XXXXXXXXX	X	10
34			0
33			0
32			0
31	X		1
30			0
29			0
28	X		1
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

* * * * PACE * * * *

LOCATION: Madrona Ave. to Maple Ave.
[EB: 2712 Del Amo Blvd.; WB: 2715 Del Amo Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.18 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 33,027 **SEGMENT LENGTH:** 0.30

85TH %:	47	M.P.H.
50TH %:	42	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	39 - 48	M.P.H.
% IN PACE:	70%	
% OVER PACE:	14%	
% UNDER PACE:	17%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 73DelMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 11/13/17 **TIME START:** 11:23 **TIME STOP:** 12:13

FOR ROADWAY: DEL AMO 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	XXX	X	4
53	X	XXXX	5
52	XX		2
51	XXXXXX	XX	8
50	XXXXXX	XXXXX	11
49	XXXX	XXXXXXXXX	13
48	XX	XXXXXXXXX	11
47	XXX	XXXXXXXX	11
46	XXX	XXXXXXXX	11
45	XXXXXXXXXXX	XXXXXX	17
44	XXXXXXXXXX	XXXXXXXXX	19
43	XXXXX	XXXXXXXXXXX	16
42	XXXXXX	XXXXXX	12
41	XXXX	XXXXXX	10
40	XXXXXXXXXXX	XXX	15
39	XXXX	XX	6
38	XXXXXX	XXXXXXX	13
37	XX	XX	4
36	XXXX	X	5
35	XXX		3
34	XX	X	3
33	X		1
32			0
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

* * * PACE * * *

LOCATION: Maple Ave. to Crenshaw Blvd.
[EB: 2550 Del Amo Blvd.; WB: 2593 Del Amo Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, industrial, signal at Ganahl Lumber

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 28,001 **SEGMENT LENGTH:** 0.66

85TH %:	49	M.P.H.
50TH %:	43	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	40 - 49	M.P.H.
% IN PACE:	68%	
% OVER PACE:	15%	
% UNDER PACE:	18%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 74.5DelMapCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 13:03 **TIME STOP:** 13:51

FOR ROADWAY: DEL AMO 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	X	2
52	X		1
51	X		1
50	X	X	2
49	X		1
48	X	XX	3
47	X	XXX	4
46	XX	XXX	5
45	XXXXX	XXXXX	10
44	XX	XXXXX	7
43	XXXX	XXX	7
42	XXXXXXXX	XXXXX	13
41	XXXXXX	XXX	9
40	XXXXXXXXXX	XXX	14
39	XXXXXXXXXX	XXXXXXXXXXXXX	24
38	XXXXXXXX	XXXXXXXXXX	20
37	XXXXXXX	XXXXXXXXX	18
36	XXXXXXX	XXXXXXXXXXXXX	21
35	XXXXXX	XXXXXXX	14
34	XXXXXX	XXXXX	11
33	XXXXXXX	XXX	10
32	X	XX	3
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

LOCATION: Crenshaw Blvd. to Van Ness Ave.
[EB: 2220 Del Amo Blvd.; WB: 2215 Del Amo Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Route Sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.46 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 18,945 **SEGMENT LENGTH:** 0.63

****PACE****

85TH %:	44	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	77%	
% OVER PACE:	22%	
% UNDER PACE:	2%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 74DelCreVan.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 14:00 **TIME STOP:** 14:20

FOR ROADWAY: DEL AMO 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		XX	2
49		X	1
48		XX	2
47		XXX	3
46	X	XXX	4
45		XXX	3
44	X	XXXX	5
43	XXXXX	XXXXXXX	12
42	XX	X	3
41		X	1
40	XXXXX	XXXXX	10
39	XXXXX	XXX	8
38	XXXX	XXX	7
37	XXXXXX	XXX	9
36	XXXX	XX	6
35	XXXXXX	XXX	9
34	XXXX	X	5
33	XX	X	3
32	X		1
31	XX		2
30	XX		2
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	100

LOCATION: Van Ness Ave. to Western Ave.
[1942 Del Amo Blvd.]

ROAD DESCRIPTION: EB: 1 lane; WB: 2 lanes
NSAT (entire WB side), On-Street Parking, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.60 ACC./MVM, **EXPECTED RATE:** 1.57 ACC./MVM,

ROADWAY CONDITIONS: Fair

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 15,487 **SEGMENT LENGTH:** 0.49

****PACE****

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:	16%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 75DelVanWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 08:30 **TIME STOP:** 09:10

FOR ROADWAY: DEL AMO CIRCLE

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			0
45	X		1
44			0
43		X	1
42	X		1
41			0
40			0
39	X		1
38	X	X	2
37	XXXXXX		6
36	XXXXX	X	6
35	XXXXXXX		7
34	XXXXXX	XX	8
33	XXXXX	X	6
32	XXXXXXXXX	XXXXXX	15
31	XXXX	XX	6
30	XXXX	XXX	7
29	XXXXX		5
28	XXXX	XX	6
27	XX	XXXX	6
26	XXX	XXX	6
25	X	XXX	4
24			0
23	XX	X	3
22	X		1
21			0
20			0
19	X		1
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

PACE

LOCATION: Hawthorne Blvd. to Carson St.
[21436 Del Amo Circle West]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 2,762 **SEGMENT LENGTH:** 0.30

85TH %:	**35**	**M.P.H.**
50TH %:	31	M.P.H.
15TH %:	26	M.P.H.
AVERAGE SPEED:	32	M.P.H.
10 MPH PACE:	28 - 37	M.P.H.
% IN PACE:	72%	
% OVER PACE:	7%	
% UNDER PACE:	21%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 76DelHawCar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 12:40 **TIME STOP:** 13:11

FOR ROADWAY: EARL 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		X	1
44		X	1
43			0
42			0
41			0
40	X		1
39		XX	2
38		XXX	3
37	XXX	XX	5
36	XX	X	3
35	XXX	XX	5
34	X	XXXXX	6
33	XXXXXXX	XXXXXX	13
32	X	XX	3
31	XXXXXX	XX	8
30	XXXXX	XXX	8
29	XXXXX	XXXXX	10
28	XXXX	XXX	7
27	XXXXXXXX	XXXX	12
26	XX	X	3
25	XXXXX	XXX	8
24	X		1
23	X		1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	101

****PACE****

LOCATION: Del Amo Blvd. to Torrance Blvd.
[20501 Earl St.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.31 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 4,596 **SEGMENT LENGTH:** 0.76

85TH %:	35	M.P.H.
50TH %:	30	M.P.H.
15TH %:	26	M.P.H.
AVERAGE SPEED:	31	M.P.H.
10 MPH PACE:	25 - 34	M.P.H.
% IN PACE:	77%	
% OVER PACE:	21%	
% UNDER PACE:	2%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 78EarDelTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/19/17 **TIME START:** 10:39 **TIME STOP:** 11:39

FOR ROADWAY: HAWTHORNE 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		X	1
52			0
51			0
50		X	1
49		XX	2
48			0
47	X	XX	3
46	XXX	X	4
45	XX	XX	4
44	XX	XXXX	6
43	XXX	XXXXX	8
42	XXX	XXXXXXXXXXXX	14
41	XXXX	XXXXX	9
40	XXXXX	XXXXXXX	12
39	XXXXXXXXX	XXXXXXXXX	19
38	XXXXXXX	XXXX	11
37	XXXXXXX	XXXXXXXXXXXX	19
36	XXXXXXXXXXXXX	XXXXXX	19
35	XXXXXXXXX	XXX	12
34	XXXXX	XXXXXXX	10
33	XXXXXXXX	XXXXXXX	15
32	XXXXXXX	X	8
31	XX	XXXXX	7
30	XXXX	XXXXX	9
29	XXX	X	4
28	XX		2
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

LOCATION: Pacific Coast Hwy. to South City Limit
[NB: 24262 Hawthorne Blvd., SB: 24217 Hawthorne Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
On-Street Parking

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 35,335 **SEGMENT LENGTH:** 0.75

****PACE****

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:	70%	
% OVER PACE:	15%	
% UNDER PACE:	16%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 85HawPCHSCL.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 10:45 **TIME STOP:** 11:25

FOR ROADWAY: HENRIETTA 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	X		1
45			0
44	XX		2
43	X	XX	3
42	X	X	2
41	X	XX	3
40	XXXXX	XXXX	9
39	XX	XXXXXXX	9
38	XXX	XXX	6
37	XXXXXXX	XX	9
36	X	XXXXXX	7
35	XX	XXXXXX	8
34	XXXX	XXX	7
33	XXXXX	XXXXX	10
32	XXXXX	XXX	8
31	XXXXX	XXXX	9
30	XX	X	3
29		X	1
28		XXX	3
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

****PACE****

LOCATION: Del Amo Blvd. to Torrance Blvd.
[20830 Henrietta St.]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 4,537 **SEGMENT LENGTH:** 0.76

85TH %:	39	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:	82%	
% OVER PACE:	11%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 86HenDelTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND SPEED SURVEY

DATE: 6/26/17 **TIME START:** 10:38 **TIME STOP:** 10:54

FOR ROADWAY: LOMITA 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	X		1
53			0
52		X	1
51	X		1
50	X		1
49	XXX		3
48		X	1
47	XXXX	X	5
46	XXX		3
45	XX	XXX	5
44	XXXXXXXX	XXX	11
43	XXXXXXX	XXXXX	12
42	XXXXXXXXX	XXXXXXXX	17
41	XXXXX	XXXXXX	11
40	XXXXXXXXXXX	XXXXXXXX	20
39	XXXXXXXXXXXXX	XXXXXXXXXXXX	27
38	XXXXXXXXX	XXXXXXXXXXX	20
37	XXXX	XXXXXXXXXX	14
36	XXXX	XXXXXX	10
35	XXXXX	XXXXXXXXXXX	16
34	XXXX	XXXXXX	10
33	XXX	XX	5
32	X	XX	3
31		XX	2
30		X	1
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

LOCATION: Anza Ave. to Hawthorne Blvd.
[23003 Kent Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking

MEDIAN TYPE: Rasied Median

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.16 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 18,476 **SEGMENT LENGTH:** 0.60

****PACE****

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:	79%	
% OVER PACE:	11%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 87LomAnzHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND SPEED SURVEY

DATE: 8/7/17 **TIME START:** 11:54 **TIME STOP:** 12:12

FOR ROADWAY: LOMITA 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	XX		2
49	X		1
48	X	X	2
47	X		1
46			0
45	X	X	2
44	XXX	XX	5
43	XXX	XXX	6
42	XXXX	XXXX	8
41	XXXX		4
40	XXX	XXXX	7
39	XXXXXXX	XXXX	11
38	XXXXXXX	XXXXX	12
37	XXXXX	XXXX	9
36	XX	XXXXX	7
35	XX	XXXX	6
34	XX	XXXXXXXX	10
33	XX	XX	4
32	X	X	2
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

LOCATION: Hawthorne Blvd. to Madison Ave.
[3655 Lomita Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.22 ACC./MVM, **EXPECTED RATE:** 1.92 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 37,695 **SEGMENT LENGTH:** 0.22

****PACE****

85TH %:	42	M.P.H.
50TH %:	38	M.P.H.
15TH %:	33	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
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 88LomHawMad.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/19/17 **TIME START:** 15:07 **TIME STOP:** 15:26

FOR ROADWAY: LOMITA 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		X	1
50	XX		2
49	X	X	2
48	XX	XXX	5
47	X		1
46		X	1
45	XXXX	XXXXX	9
44		XXXXX	5
43	X	X	2
42	XXXX	XX	6
41	XXXX	XXXXXXX	11
40	XXXXXX	XXXXX	11
39	XXXXXXXX	XXXXXXX	15
38	XXXX	XXXXXX	10
37	XXXXX	X	6
36	XXX	XX	5
35	XXX	X	4
34	XX	X	3
33			0
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	100

****PACE****

LOCATION: Madison St. to Crenshaw Blvd.
[2657 Lomita Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Lane, hospital

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 19 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.35 ACC./MVM, **EXPECTED RATE:** 1.92 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 38,968 **SEGMENT LENGTH:** 1.28

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	80%	
% OVER PACE:	12%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 89LomMadCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 12:22 **TIME STOP:** 12:40

FOR ROADWAY: MADISON 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	X		1
56			0
55			0
54			0
53	X		1
52			0
51			0
50	X		1
49			0
48	X		1
47	X	X	2
46	X	XX	3
45	X	X	2
44	XXXX	X	5
43	XX	XXXX	7
42	XXXXX	X	6
41	XXXXXXX	XXX	10
40	XXXXX	XX	7
39	XXXXXXX	XX	9
38	XXXXX	XXXXX	9
37	XXX	XXXXXXXXX	12
36	XXX	XX	5
35	XXXXXXX	XXX	10
34	XXX	XX	5
33		XX	2
32		XXX	3
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	101

LOCATION: Lomita Blvd. to Pacific Coast Hwy.
[23701 Madison St.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.18 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 13,088 **SEGMENT LENGTH:** 0.76

*****PACE*****

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:	79%	
% OVER PACE:	11%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 90MadLomPCH.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 11:14 **TIME STOP:** 11:56

FOR ROADWAY: MADRONA 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	X		1
56			0
55			0
54	X	X	2
53	X		1
52	X	X	2
51	XX		2
50	X		1
49	XXX		3
48	XXXX	X	5
47	XXX	XXXX	7
46	XXXXXXX	XXX	10
45	XXX	XXXXXXXXX	12
44	XXXXXXXXX	XXXX	13
43	XXXXXXX	XXXXXXXXX	16
42	XXXXXXXXXX	XXXXXXXXXXXX	22
41	XXXXXXX	XXXXXXXXXX	17
40	XXXXXXXX	XXXXXXX	15
39	XXXXXXXXX	XXXXXXXX	18
38	XXX	XXXXXXX	10
37	XXXXXXX	XXXXXXX	14
36	XXX	XXXXX	8
35	XXXX	XXXX	8
34	XX	XX	4
33	X	XXX	4
32	X	XX	3
31	X	X	2
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

****PACE****

LOCATION: Del Amo Blvd. to Torrance Blvd.
[NB: 3403 Onyx St.; SB: 20515 Madrona Ave.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 7 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.24 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 34,479 **SEGMENT LENGTH:** 0.76

85TH %:	45	M.P.H.
50TH %:	40	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	74%	
% OVER PACE:	12%	
% UNDER PACE:	15%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 91MadDelTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 14:35 **TIME STOP:** 14:57

FOR ROADWAY: MAPLE 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	XX		2
49			0
48		X	1
47		X	1
46	X	XX	3
45	XXX	X	4
44	X	XXXX	5
43	XX	XXXX	6
42	XXXX	XX	6
41	XXXXXXXX	XX	9
40	XXXXXX	XXXX	9
39	XXX	XXXX	7
38	XXXXXX	XX	7
37	XX	XXXX	6
36	X	XXXXX	6
35	XX	XXXX	6
34	XXXXXXX	X	7
33	XXX	XXX	6
32	XXX	XXXX	7
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

LOCATION: Del Amo Blvd. to California St.
[455 Maple Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.49 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 10,006 **SEGMENT LENGTH:** 0.56

****PACE****

85TH %:	43	M.P.H.
50TH %:	38	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	70%	
% OVER PACE:	28%	
% UNDER PACE:	2%	

Speed Limit Increase Justification:
Based on the street segment's industrial nature, multiple driveways, 85th percentile, and CVC 21400(b), it is recommended that the speed limit be increased to 35 mph for this segment of Maple Ave.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 94MapDelMar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 14:03 **TIME STOP:** 14:31

FOR ROADWAY: MAPLE 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		XX	2
44	X		1
43		X	1
42		X	1
41		XX	2
40		XXXX	4
39	XXXX	XXXXX	9
38	XXXXX	XXXX	9
37	XXXX	X	5
36	XXXXXXXXXX	XXXXX	15
35	XXXX	XXXX	8
34	XXXXXXXXXX	XXX	13
33	XXXXX	XXXX	9
32	XXXX	XXX	7
31	X	XXXX	5
30	X	XX	3
29	X		1
28		X	1
27		XXXX	4
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

LOCATION: California St. to Torrance Blvd.
[1020 Maple Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 8,669 **SEGMENT LENGTH:** 0.21

****PACE****

85TH %:	38	M.P.H.
50TH %:	35	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	35	M.P.H.
10 MPH PACE:	31 - 40	M.P.H.
% IN PACE:	84%	
% OVER PACE:	7%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 95MapMarTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/24/17 **TIME START:** 13:31 **TIME STOP:** 13:56

FOR ROADWAY: MAPLE 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	X	XX	3
38	XX	X	3
37		X	1
36	X		1
35	XXX	X	4
34	XXX	XXX	6
33	XXXXXXX	XXXXXXX	14
32	XXXXX	XXXX	9
31	XXXX	X	5
30	XXXXXXX	XXXX	11
29	XXXXX	XXXXX	10
28	XXXXX	XXXXXX	11
27	XXXXX	XXXX	9
26	XXX	XXXX	7
25	X	X	2
24	XX		2
23			0
22	XX		2
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

LOCATION: Torrance Blvd. to Carson St.
[1415 Maple Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Yellow School Zone Sign

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 25 **PROPOSED SPEED LIMIT:** 25

AVERAGE DAILY TRAFFIC: 7,196 **SEGMENT LENGTH:** 0.35

****PACE****

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:	86%	
% OVER PACE:	8%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 12:36 **TIME STOP:** 12:59

FOR ROADWAY: MAPLE 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		1
50			0
49			0
48			0
47			0
46		XX	2
45	X		1
44		X	1
43	XXX	XX	5
42	XX	XX	4
41	XXXX		4
40	XXXX	XXX	7
39	XXXX	XXXXXXXXX	14
38	XXXXXXXXXXX	XXXXX	16
37	XX	XXXXXX	8
36	X	XXXX	5
35	XXXXX	XXXX	9
34	XXXXXX	XXXX	10
33	XXX	XXXX	7
32	X	X	2
31	X		1
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	100

LOCATION: Carson St. to Sepulveda Blvd.
[2300 Maple Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 10,043 **SEGMENT LENGTH:** 0.49

****PACE****

85TH %:	41	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:	84%	
% OVER PACE:	11%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 97MapCarSep.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 13:09 **TIME STOP:** 13:55

FOR ROADWAY: MAPLE 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	X		1
48			0
47			0
46			0
45	XX		2
44	XXXXXXX	XX	9
43	XX	XXXX	6
42	XXXXX	XX	7
41	XXXXXXX	XXXXXXXXX	15
40	XXXXXXXX	XXXXXXXXXXXX	19
39	XXXXXXX	XXXXXXXXXXXX	19
38	XXXXXXXXXXXX	XXXXXXXXXXXXX	25
37	XXXXXXXX	XXXXXXXXXXX	19
36	XXXXXXXXX	XXXXXXXXXXXXXXX	28
35	XXXXXXXX	XXXXX	13
34	XXXXXXXXX	XXXX	13
33	XXXXXXXXX	XXXX	13
32	XXX	XX	5
31	XX	X	3
30	X		1
29			0
28	XX		2
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

LOCATION: Sepulveda Blvd. to 235th St.
[22926 Maple Ave.]

ROAD DESCRIPTION: 1 lane each direction
NSAT, On-Street Parking

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.81 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 16,018 **SEGMENT LENGTH:** 0.42

****PACE****

85TH %:	40	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:	86%	
% OVER PACE:	9%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 98MapSep235 xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/3/17 **TIME START:** 12:39 **TIME STOP:** 13:12

FOR ROADWAY: MARICOPA 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		X	1
48			0
47			0
46			0
45	X		1
44	XX		2
43		X	1
42	X	XX	3
41	XXX	XXXX	7
40	X	XXX	4
39	XXXXX	XXX	8
38	XXXXXX	XXXXXX	12
37	XXXXXX	XXX	9
36	XXXXXX	XXXXX	11
35	XXXXX	XX	7
34	XX	XXXXXXX	9
33	XXXX	XXXXXX	10
32	XX	XX	4
31	XX		2
30	XX	X	3
29	X	X	2
28		X	1
27	X	XX	3
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

LOCATION: Maple St. to Hawaii Ave.
[805 Felbar Ave.]

ROAD DESCRIPTION: 1 lane each direction
NSAT, On-Street Parking, no parking WB side

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 3,726 **SEGMENT LENGTH:** 0.10

****PACE****

85TH %:	40	M.P.H.
50TH %:	35	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	36	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	81%	
% OVER PACE:	8%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 100MarMapHaw xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/3/17 **TIME START:** 13:17 **TIME STOP:** 13:48

FOR ROADWAY: MARICOPA 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	X	2
53			0
52		X	1
51			0
50			0
49			0
48			0
47			0
46	X	XX	3
45	XXX		3
44	XX	XXXX	6
43	XX	XXX	5
42	XX	XX	4
41	XX	XXXXX	7
40	XXX	XXXXX	8
39	XXXXXXXXX	XXXXXXXX	16
38		XXXX	4
37	XX	XXXXXX	8
36	XXXXX	XXX	8
35	XXXX	XX	6
34	XXXXX	X	6
33	XXXX		4
32	XXX	X	4
31	X	X	2
30	X	X	2
29			0
28		X	1
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

LOCATION: Hawaii Ave. to Crenshaw Blvd.
[805 Cranbrook Ave.]

ROAD DESCRIPTION: 1 lane each direction
NSAT, On-Street Parking, no parking WB side

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.44 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 3,786 **SEGMENT LENGTH:** 0.55

****PACE****

85TH %:	43 M.P.H.
50TH %:	38 M.P.H.
15TH %:	33 M.P.H.
AVERAGE SPEED:	39 M.P.H.
10 MPH PACE:	35 - 44 M.P.H.
% IN PACE:	72%
% OVER PACE:	9%
% UNDER PACE:	19%

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 101MarHawCre xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/26/2017 **TIME START:** 08:30 **TIME STOP:** 08:50

FOR ROADWAY: PALOS VERDES 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		X	1
44			0
43	X		1
42		X	1
41	X	XXX	4
40	XX	X	3
39	X	XXXXX	6
38	XX	XXXXX	7
37	XXXX	XXXXXXXXXX	14
36	XX	XXXXX	7
35	XXX	XXXXXXXXXX	13
34	XXXXXXX	XXXXXXX	12
33	XXXXXX	X	7
32	XXXXXXXXX	XX	11
31	XXX	X	4
30	X	X	2
29	XX	XX	4
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	100

LOCATION: Torrance Blvd. to West City Limit
21901 Palos Verdes Blvd (parked in median facing SB)

ROAD DESCRIPTION: 2 lanes each direction
On-street parking, bike lane, multiple driveways

MEDIAN TYPE: 2-way left turn lane, raised median for short portion

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.54 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 15,126 **SEGMENT LENGTH:** 0.45

****PACE****

85TH %:	38	M.P.H.
50TH %:	34	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	35	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	84%	
% OVER PACE:	4%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 103PalTorWCL.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 10/5/2017 **TIME START:** 12:25 **TIME STOP:** 13:05

FOR ROADWAY: PALOS VERDES BOULEVARD

SPEED (MPH)	VEHICLES SURVEYED NORTHBOUND	VEHICLES SURVEYED SOUTHBOUND	TOTAL VEHICLES
55			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	X		1
48	X	X	2
47	XX		2
46	XX		2
45	XXX	X	4
44	XXX		3
43	XXXX	XXXXX	9
42	XXXXXXXX	XX	10
41	X	XXXXXX	7
40	XXXXXXXXX	XXXX	13
39	XXXXXXXXXX	XX	12
38	XXXXXXXXXX	XXXXXXXX	20
37	XXXXXXXXX	XXXXXXX	16
36	XXXX	XXXXXXXXXX	15
35	XXXXXXX	XXXXX	12
34	XXXXXXX	XXXXXXX	12
33	XXXXXXXXXX	XXXXXXXXXXXXXXX	26
32	XXXX	XXXXXXX	11
31	X	XX	3
30			0
29		XXXXXXX	7
28	XX	XXXXX	7
27			0
26	X	XX	3
25	X	X	2
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	201

LOCATION: Pacific Coast Hwy to Calle Miramar
350 Palos Verdes Blvd.

ROAD DESCRIPTION: 2 lanes each direction
NSAT, school zone, on-street parking, bike lane, traffic signal at Catalina Ave./Monte De Oro

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.12 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 27,158 **SEGMENT LENGTH:** 0.56

****PACE****

85TH %:	41	M.P.H.
50TH %:	36	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	72%	
% OVER PACE:	17%	
% UNDER PACE:	11%	

Speed Limit Increase Justification:
Based on the street segment's multiple driveways, bicyclist and pedestrian activity, it is recommended that the speed limit be increased to 35 mph for this segment of Palos Verdes Blvd.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 10/5/2017 **TIME START:** 12:25 **TIME STOP:** 13:05

FOR ROADWAY: PALOS VERDES 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	XX		2
55			0
54	XX		2
53			0
52	XXX		3
51	XXX		3
50	XX		2
49	XX		2
48	XX	XX	4
47	XXXXXXX	XX	9
46	XXXXXXXXX	X	10
45	XXXXXXXX	XXXX	12
44	XXXXXXX	XXX	10
43	XXXXXXXXXX	XXXXXXXXX	19
42	XXXXXXX	XXXXXXXXXX	17
41	XXXXXXX	XXXXXXX	13
40	XXXXXXX	XXXXXXXXX	16
39	XXX	XXXXXXXX	11
38	XXX	XXXXXXXX	11
37	XXXXX	XXXXXXXX	13
36	XXXX	XXXXX	9
35	XXX	XXXXX	9
34	XX	XXXXXXXXXX	12
33		XXXX	4
32	X	XX	3
31			0
30		X	1
29	X	XX	3
28			0
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	201

****PACE****

LOCATION: Calle Miramar to South City Limit
NB: 498 1/2 Palos Verdes Blvd.; SB: 501 Palos Verdes Blvd.

ROAD DESCRIPTION: NB: 2 lanes; SB: 1 lane
NSAT, on-street parking, bike lane, traffic signal at Calle Mayor

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 26,281 **SEGMENT LENGTH:** 0.49

85TH %:	45	M.P.H.
50TH %:	40	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	66%	
% OVER PACE:	13%	
% UNDER PACE:	21%	

Speed Limit Increase Justification:
Based on the segment's street classification, pedestrian activity, bicycle activity, and multiple open driveways, it is recommended to post the speed limit at 35 mph for this segment of Palos Verdes Blvd.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 105PalCalSCL.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 13:27 **TIME STOP:** 14:37

FOR ROADWAY: PLAZA DEL AMO

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	X		1
49	X		1
48	X	X	2
47	XXX		3
46	XXXXX		5
45	X	XX	3
44	XX	XXXX	6
43	X	XXX	4
42	XXXXXXXXXX	XXXXXX	16
41	XXXXXXX	XXXXXXXXXXXXXX	21
40	XXX	XXXXXXXX	11
39	XXXXXXXXXX	XXX	13
38	XXXXXXXXX	XXXXX	14
37	XXXXXXXXXXX	XXXXXXXXXXXXX	23
36	XXXXXXXXXXXX	XXXXXXXX	20
35	XXXXXXXXXXXXX	XXXXXXX	20
34	XXXXX	XXXXXXXX	11
33	XXX	XXXXX	8
32		XXXXXXXX	8
31		XXX	3
30	X	X	2
29	XX	X	3
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

LOCATION: Madrona Ave. to Maple St.
[3101 Plaza Del Amo]

ROAD DESCRIPTION: 2 lanes each direction`
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 6,898 **SEGMENT LENGTH:** 0.33

****PACE****

85TH %:	41	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:	79%	
% OVER PACE:	13%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 106PlaMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/7/17 **TIME START:** 14:45 **TIME STOP:** 16:03

FOR ROADWAY: PLAZA DEL AMO

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	X		1
55			0
54			0
53			0
52	X		1
51			0
50	XX		2
49			0
48	X	XX	3
47		XX	2
46	X	X	2
45	XXXXXXX	XX	9
44	XXXXX	XXXXXXXX	14
43	XXXXXXX	XXXX	11
42	XXXXXXXXXX	XXXXX	15
41	XXXXXXXXXX	XXXXXXXXX	18
40	XXXXXXXX	XXXXXXXXXXXX	19
39	XXXXXXXXXXXXXX	XXXXXXXXX	23
38	XXXXXXXXX	XXXXXXXXX	18
37	XXXXX	XXXXXXXXX	14
36	XXXXXXX	XXXXXXX	14
35	XXXXXX	XXXXXX	12
34	XX	XXXXXXXX	10
33	X	XX	3
32	X	XXX	4
31	XX	X	3
30		X	1
29			0
28	X		1
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

*****PACE*****

LOCATION: Maple St. to Crenshaw Blvd.
[2800 Plaza Del Amo]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.75 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 7.372 **SEGMENT LENGTH:** 0.66

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:	79%	
% OVER PACE:	10%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 49956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/8/17 **TIME START:** 08:30 **TIME STOP:** 09:12

FOR ROADWAY: PLAZA DEL AMO

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		X	1
45			0
44	XX		2
43	XX	XX	4
42		XXX	3
41	X	X	2
40	XXX	XXX	6
39	XX	XXX	5
38	XXXX	XXXXXX	10
37	XXXX	XXXXXX	10
36	XXXXXXXXXX	XXXXXXXXXX	22
35	XXXXXXX	XXXXXXXXXXXXXXX	22
34	XXXXXXXXXXX	XXXX	15
33	XXXXXXXXX	XXXXXXX	17
32	XXXXXXXXX	XXXXXXXXX	19
31	XXXX	XXXXXXXXX	13
30	XXXXXXXX	XXXX	12
29	XXXXXX	XXXXXX	12
28	XXXXXXX	XXX	10
27	XXXX	X	5
26	XX	XX	4
25	XX	XX	4
24		XX	2
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	200

LOCATION: Carson St. to Border Ave.
[2403 Gramercy Ave.]

ROAD DESCRIPTION: 1 lane each direction
School Zone, On-Street Parking,

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.50 ACC./MVM, **EXPECTED RATE:** 2.21 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 30 **PROPOSED SPEED LIMIT:** 30

AVERAGE DAILY TRAFFIC: 8,227 **SEGMENT LENGTH:** 0.89

****PACE****

85TH %:	37	M.P.H.
50TH %:	33	M.P.H.
15TH %:	28	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	76%	
% OVER PACE:	12%	
% UNDER PACE:	13%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 108PlaCarBor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 13:23 **TIME STOP:** 14:14

FOR ROADWAY: PRAIRIE 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	X		1
46		X	1
45		XX	2
44			0
43		X	1
42	XX	X	3
41	XX		2
40	XXXXX	X	6
39	X	XXXXX	6
38	XXXXXXXX	XXXX	12
37	XXXXXXXXX	XXXXXXX	16
36	XXXXXXXXXX	XXXXXXX	18
35	XXXXXXXXX	XXXX	14
34	XXXXXXXXXXXXX	XXXXXXXXXXXX	24
33	XXXXXXXXXXX	XXXXXXXXXXXXX	23
32	XXXXXXXX	XXXXXXXXXXX	19
31	XXXXXXXXXX	XXXXXXXXXXXXXX	23
30	XXXXX	XXXXXXXX	13
29	XX	XXXXXXXXX	11
28	X	XX	3
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

LOCATION: North City Limit to Artesia Blvd.
[NB: 3999 W. 171st St., SB: 17011 Osage]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 10 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.66 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 32,402 **SEGMENT LENGTH:** 0.17

****PACE****

85TH %:	37	M.P.H.
50TH %:	33	M.P.H.
15TH %:	30	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	29 - 38	M.P.H.
% IN PACE:	87%	
% OVER PACE:	12%	
% UNDER PACE:	2%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 109PraNCLArt.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 12:58 **TIME STOP:** 13:14

FOR ROADWAY: PRAIRIE 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	X		1
50	X		1
49	X		1
48	XXX		3
47	X	XX	3
46	X		1
45	X	XXXX	5
44			0
43	X		1
42	XXXX	X	5
41	XXXX	XXXX	8
40	XXXXXXXX	XXXXX	13
39	XXXX	XXXX	8
38	XXX	XXXXXXXX	11
37	XXXXX	XX	7
36	XX	XXXXX	7
35	XX	XX	4
34	XXXX	X	5
33	X	XXXXX	6
32	XX	XX	4
31		X	1
30		XX	2
29		XX	2
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

****PACE****

LOCATION: Artesia Blvd. to 182nd St.
[18040 Prairie Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking (no parking on SB side), green bike route sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.24 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 38,323 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	38	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	74%	
% OVER PACE:	17%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 110PraArt182.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 11:23 **TIME STOP:** 11:36

FOR ROADWAY: PRAIRIE 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	X	X	2
46	XXXXX	X	6
45	XXXXXXX	X	8
44	XXX	XX	5
43	XX	XXXX	6
42	XXXXX	XXXXXX	11
41	XXXXX	XXXXX	10
40	XX	XXXXXXX	9
39	XXX	XXXXX	8
38	XXXX	XXX	7
37	XXXX	X	5
36	XX	XXX	5
35	XXX	XXXX	7
34	X	XX	3
33	X	XXX	4
32			0
31		X	1
30	X	X	2
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

PACE

LOCATION: 182nd St. to 190th St.
[18624 Prairie Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, School Zone, On-Street Parking green bike route sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 38,805 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	40	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	75%	
% OVER PACE:	3%	
% UNDER PACE:	22%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 111Pra182190.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 11:48 **TIME STOP:** 12:39

FOR ROADWAY: PRAIRIE 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		X	1
56	XX		2
55	XXX		3
54	X	XX	3
53		X	1
52	X		1
51	XXXXX	X	6
50	XXXXXXX	XXXXXXXX	15
49	XXX	XXXXX	8
48	XXXXXXX	X	7
47	XXXX	XXXXXX	10
46	XXXXXX	XXXXXX	12
45	XXXX	XXXX	8
44	XXXXXXXX	XXXXXXXXXX	19
43	XXXXXXXXXXXXX	XXXXXXXXXXXX	25
42	XXXXXXXXX	XXXXXXXXXXXX	21
41	XXX	XXXXXXXX	11
40	XX	XXXXXX	8
39	XXXXX	XXXXXXX	12
38	XXXXX	XXX	8
37	XXXX	XX	6
36	XXX	XXX	6
35	XX		2
34	X		1
33	X	X	2
32	X		1
31			0
30	X		1
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

* * * PACE * * *

LOCATION: 190th St. to Del Amo Blvd.
[NB: 19382 Prairie Ave.; SB: 19860 Prairie Ave.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, green bike route sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 10 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.30 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 44,726 **SEGMENT LENGTH:** 0.69

85TH %:	49	M.P.H.
50TH %:	42	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	41 - 50	M.P.H.
% IN PACE:	68%	
% OVER PACE:	9%	
% UNDER PACE:	24%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 112Pra190Del.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 08:30 **TIME STOP:** 08:46

FOR ROADWAY: REDONDO BEACH 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		XX	2
50			0
49	XX		2
48	XX	X	3
47	XXX	X	4
46	X	X	2
45			0
44	X		1
43	XXX	XXXXXXXX	11
42	XXXXX	XXXX	9
41	XXX	X	4
40	XXXXXX	XXXX	10
39	XXXX	XXXXXX	10
38	XXX	XXXXXXX	10
37	XXXXXXX	XX	9
36	X	XXXXX	6
35	XXX	XXXX	7
34	XXX	XX	5
33	XX		2
32	X	X	2
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

PACE

LOCATION: Hawthorne Boulevard to Prairie Ave.
[4121 Redondo Beach Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 24,076 **SEGMENT LENGTH:** 0.54

85TH %:	43	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	34 - 43	M.P.H.
% IN PACE:	81%	
% OVER PACE:	14%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 113RedHawPra.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 9/19/17 **TIME START:** 12:29 **TIME STOP:** 12:54

FOR ROADWAY: ROLLING HILLS ROAD

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	XXX	X	4
50		XX	2
49			0
48	X		1
47		XXX	3
46	X	XXX	4
45	XX	XXX	5
44	XX	XXXX	6
43	XXXX	XXX	7
42	XX	XXX	5
41	XXXX	XXXXX	9
40	XXXXXXXX	XXXXXX	14
39	XXXXX	XXXX	9
38	XXX	XXX	6
37	XXX	XX	5
36	XXXX	XX	6
35	XX	XXX	5
34	XXX		3
33	XXX		3
32		XX	2
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

LOCATION: Hawthorne Blvd. to South City Limit
[3127 Singingwood Dr.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, signals at Whiffletree and Fallenleaf, park

MEDIAN TYPE: Double yellow center line

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.27 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 11,002 **SEGMENT LENGTH:** 0.91

* * * * PACE * * * *

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	72%	
% OVER PACE:	14%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 114RolHawSCL 9_19_17.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 09:45 **TIME STOP:** 10:15

FOR ROADWAY: SEPULVEDA 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	X		1
53		X	1
52	X		1
51	XXX		3
50	XX	XX	4
49	X		1
48	XX	XX	4
47		XXX	3
46	X	X	2
45	XXXXXX	XXXXXXX	13
44	XXXXXXX	XXXXX	12
43	XXXXXX	XXXX	10
42	XXXX	XXXXXX	10
41	XXX	XXXXXX	9
40	XXXX	XXXXX	9
39	XXXX	XXX	7
38	XX	XXX	5
37	XX	X	3
36	X		1
35			0
34			0
33			0
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	100

PACE

LOCATION: West City Limit to Palos Verdes Blvd.
[22217 Palos Verdes Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 15,296 **SEGMENT LENGTH:** 0.23

85TH %:	47	M.P.H.
50TH %:	42	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	80%	
% OVER PACE:	15%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 115SepWCLPal xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/15/17 **TIME START:** 09:45 **TIME STOP:** 10:15

FOR ROADWAY: SEPULVEDA 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	X		1
57	X		1
56		X	1
55			0
54	X		1
53	X		1
52	X		1
51		X	1
50	XX	XX	4
49	XX	XXX	5
48	XXXXXX	XXXXX	11
47	XXXXXXXX	XXXXXXXXX	18
46	XXXXXX	XXXXXX	12
45	XXXXXX	XXXXXX	12
44	XXXXXXX	XXXXXX	13
43	XXXXX	XXXXXXXXX	14
42	XXXXXXXX	XXXXXXXXXXXXX	21
41	XXXXXXXXX	XXXXX	14
40	XXXXXXXX	XXXXX	13
39	XXXXXXX	XXXXXXXX	15
38	XXXXX	XXXX	9
37	XXXXXXX	XXXXX	12
36	XXX	XXX	6
35	XXX		3
34	XXX	XXX	6
33		XXXX	4
32			0
31			0
30			0
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

LOCATION: Palos Verdes Blvd. to Anza Ave.
[4625 Sepulveda Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Lane, no parking EB

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.13 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 25,198 **SEGMENT LENGTH:** 0.54

* * * * PACE * * * *

85TH %:	46	M.P.H.
50TH %:	41	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	42	M.P.H.
10 MPH PACE:	39 - 48	M.P.H.
% IN PACE:	72%	
% OVER PACE:	8%	
% UNDER PACE:	21%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 116SepPalAnz.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 08:52 **TIME STOP:** 09:38

FOR ROADWAY: SEPULVEDA BOULEVARD

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		X	1
53			0
52			0
51	X		1
50		XXX	3
49	XX	X	3
48		XX	2
47		XX	2
46	XXXXXX	XX	8
45	XXXX	XXXXXXXX	12
44	XXXXX	XXXXXX	11
43	XXXXXXX	XXX	10
42	XXXXXXX	XXXXXXX	14
41	XXXXXXXXXXX	XXXXXXXXX	19
40	XXXXXXXXXXXXXX	XXXXXXXXXXX	25
39	XXXXXXX	XXXXXX	14
38	XXXXXXX	XXXXXXXXXXXX	19
37	XXXXXXXX	XXXXXX	14
36	XXX	XXXXX	8
35	XX	XXX	5
34	XXXX	XXXXXX	10
33	XXXXX	X	6
32	X	XXXXX	6
31	XX	X	3
30			0
29			0
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	198

* * * PACE * * *

LOCATION: Anza Ave. to Hawthorne Blvd.
[EB: 4010 Sepulveda Blvd.; WB: 4205 Sepulveda Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 15 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.00 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 29,063 **SEGMENT LENGTH:** 0.47

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	74%	
% OVER PACE:	6%	
% UNDER PACE:	20%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

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12/12/18
DATE

Filename: 117SepAnzHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 09:59 **TIME STOP:** 10:55

FOR ROADWAY: SEPULVEDA 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		X	1
48		X	1
47	XX	XX	4
46	XX	XXX	5
45	XXXXX		5
44	XX	XX	4
43	X	XXX	4
42	XXXXX	XX	7
41	XXXX	XXXXXXXX	12
40	XXXXXXXXX	XXXX	13
39	XXXXXX	XX	8
38	XXXXXXXX	XXXXXXXXXXXX	20
37	XXXXXX	XXX	9
36	XXXXXXXXXXXXXX	XXXXXXX	21
35	XXXXXXX	XXXXXXXXX	15
34	XXXXXXXXXX	XXXXXXXXXXXXX	23
33	XXXX	XXXXXXXXXXX	15
32	XXXXXXXX	XXXXXXX	15
31	XX	XXX	5
30	XXXX	XX	6
29	X	XX	3
28	X	XX	3
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	199

LOCATION: Hawthorne Blvd. to Madrona Ave.
[EB: 22306 Ward St.; WB: 3501 Sepulveda Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 5 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.28 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 41,179 **SEGMENT LENGTH:** 0.39

****PACE****

85TH %:	41	M.P.H.
50TH %:	35	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	76%	
% OVER PACE:	16%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 118SepHawMad.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 11:16 **TIME STOP:** 12:07

FOR ROADWAY: SEPULVEDA BOULEVARD

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		X	1
53	X		1
52			0
51	XXX	X	4
50	X	XX	3
49	X	X	2
48	XXXXX	XXXX	9
47	XXXX	XXX	7
46	XX	XX	4
45	XX	XXXXXXX	9
44	XX	XXXX	6
43	XXXX	XXXXX	9
42	XXXXXXX	XXXXXXX	14
41	XXXXXXX	XXXXXXXXXX	17
40	XXXXXXXXX	XXXXXX	16
39	XXXXXXXXXXXXXX	XXXXXXXXX	25
38	XXXXXXXX	XXXXX	14
37	XXXXXXX	XXXXX	12
36	XXX	XXXXXXX	10
35	XXXXXXX	XXXXXXXX	15
34	XXXXX	XXXXXXX	12
33	XXX	XXX	6
32		XX	2
31		XX	2
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

LOCATION: Madrona Ave. to Maple Ave.
[EB: 3120 Sepulveda Blvd.; WB: 3136 Sepulveda Blvd.]

ROAD DESCRIPTION: 3 lanes each direction (WB: becomes 4 lanes at segment midpoint)
NSAT, bike route sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 11 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.73 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 45,820 **SEGMENT LENGTH:** 0.30

****PACE****

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	34 - 43	M.P.H.
% IN PACE:	72%	
% OVER PACE:	23%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 119SepMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 12:16 **TIME STOP:** 12:58

FOR ROADWAY: SEPULVEDA 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		X	1
51	XX		2
50	X	X	2
49	XXXX	XXXXX	9
48	XXX	XXX	6
47	XXX	X	4
46	XXXXX	XX	7
45	XXXXX	XXXXX	10
44	XXXXXX	XXXXXXX	13
43	XXX	XXXXXXX	10
42	XXXX	XXXXXXXX	12
41	XXXXXXX	XXXXXXXXX	15
40	XXXXXXXXX	XXXXXXXXXX	20
39	XXX	XXXXXXX	10
38	XXXXXXXXXXX	XXXXXXXXXXXXXX	26
37	XXXX	XXXXXXX	11
36	XXXXX	XXXXX	10
35	XXXXX	XX	7
34	XXXXX	XXXXX	10
33	XXXX	X	5
32	XXX		3
31	XXX	X	4
30	X		1
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	200

* * * * PACE * * * *

LOCATION: Maple Ave. to Crenshaw Blvd.
[EB: 2860 Sepulveda Blvd.; WB: 2880 Sepulveda Blvd.]

ROAD DESCRIPTION: EB: 3 lanes; WB: becomes 4 lanes
NSAT, bike route sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 20 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.66 ACC./MVM, **EXPECTED RATE:** 1.07 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 41,041 **SEGMENT LENGTH:** 0.67

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:	69%	
% OVER PACE:	16%	
% UNDER PACE:	16%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 120SepMapCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 13:16 **TIME STOP:** 13:55

FOR ROADWAY: SEPULVEDA 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	XX		2
52			0
51			0
50	X		1
49	XXX	XX	5
48	XXXX	XXXXX	9
47	XX	XXXXXX	8
46	XXXX	XXXX	8
45	XXXX	XXXXXXXXXXXX	17
44	XXXXXXXXX	XXXXXXXXXXX	20
43	XXXX	XXXXX	9
42	XXXXXX	XXXXXX	12
41	XXXXXXX	XXXX	11
40	XXXXXXX	XXXXXX	13
39	XXXXXXXX	XXXXXX	14
38	XXXXXXXXX	XXXXXXXX	17
37	XXXXXX	XXXXXX	12
36	XXXXXX	XXXXXXXXX	15
35	XXXXX	XXXX	9
34	XXXXX	XXX	8
33	XX	X	3
32	XXXX	X	5
31			0
30	X		1
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	200

* * * PACE * * *

LOCATION: Crenshaw Blvd. to Arlington Ave.
[EB: 2320 Sepulveda Blvd.; WB: 2313 Sepulveda Way]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, School Zone

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 14 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.50 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 50,481 **SEGMENT LENGTH:** 0.51

85TH %:	45	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	70%	
% OVER PACE:	17%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 121SepCreArl xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/1/17 **TIME START:** 14:15 **TIME STOP:** 14:31

FOR ROADWAY: SEPULVEDA 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		X	1
54		X	1
53			0
52			0
51			0
50	XX	X	3
49		XX	2
48	XX	X	3
47		XX	2
46	XXXX	XX	6
45	XXXXX	XXXXXXX	12
44	XXXXXX	XX	8
43	XXXXX	XXXX	9
42	XXXXX	XXXXXXX	12
41	XXXXXXXXX	XXXXX	15
40	XXXXX	XXXX	9
39	XXXX	XXXXXX	10
38	XXXXX	XXXXX	10
37	XXXXXXXXXXXXX	XXXXXXXXXXXX	25
36	XXXXXXXX	XXXXX	13
35	XXXXXXXX	XXX	11
34	XXXXXXXXX	XXXXXXXX	17
33	X	XX	3
32	XXXXX	XXXXX	10
31	X	XXXX	5
30	XX	XXXXXX	8
29		XX	2
28			0
27			0
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

LOCATION: Arlington Ave. to Cabrillo Ave.
[EB: 2806 Gramercy Ave.; WB: 2765 Gramercy Ave.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, School Zone

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.08 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 48,933 **SEGMENT LENGTH:** 0.23

*****PACE*****

85TH %:	44	M.P.H.
50TH %:	37	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	34 - 43	M.P.H.
% IN PACE:	66%	
% OVER PACE:	19%	
% UNDER PACE:	16%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 122SepArlCab.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 08:32 **TIME STOP:** 09:07

FOR ROADWAY: SEPULVEDA 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		X	1
53			0
52	XX	X	3
51	X		1
50	XX	XX	4
49	XXXXXX		6
48	XXXX	XX	6
47	XXX	XX	5
46	XXXXXXXXX	XXXX	13
45	XXXX	XXXXX	9
44	XXXXXX	XXXXXX	12
43	XXXXXXXXXX	XXXXXXX	17
42	XXXXXXXX	XXXXXXXXX	17
41	XXXXX	XXXXXXXX	13
40	XXXXX	XXXXXXXXX	14
39	XXXXXXXXX	XXXXX	14
38	XXXXX	XX	7
37	XXXXXXX	XXXXXXX	14
36	XXXXXXX	XXXXXXXXXX	17
35	XXX	XXXXXXX	10
34	X	XXX	4
33		XXXX	4
32		X	1
31		XX	2
30	X	X	2
29	XX		2
28		X	1
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	200

****PACE****

LOCATION: Cabrillo Ave. to Western Ave.
[EB: 2806 Gramercy Ave.; WB: 2765 Gramercy Ave.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, RR Xing W of Knode St.

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.09 ACC./MVM, **EXPECTED RATE:** 1.48 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 44,911 **SEGMENT LENGTH:** 0.44

85TH %:	45	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	68%	
% OVER PACE:	24%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 123SepCabWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/26/17 **TIME START:** 10:08 **TIME STOP:** 10:22

FOR ROADWAY: SKYPARK DRIVE

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		X	1
55	X	X	2
54			0
53			0
52	XX		2
51	X	X	2
50	XXX		3
49	XX	XX	4
48	XX		2
47	X	XXXX	5
46	XXXX	XXXXX	9
45	XXXXX	XXXXXXXXX	14
44	XXXXX	XX	7
43	XXXXXX	XXXX	10
42	XXXXXX	XXXXX	11
41	XX	XX	4
40	XXX	XXX	6
39	XX	XX	4
38	XX	XXXXXX	8
37	X	XX	3
36	XX		2
35			0
34			0
33		X	1
32			0
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	100

****PACE****

LOCATION: Hawthorne Blvd. to Garnier St.
[3275 Skypark Dr.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, signals at Medical Center Dr. and Madison St.

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.21 ACC./MVM, **EXPECTED RATE:** 1.92 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 17,979 **SEGMENT LENGTH:** 0.73

85TH %:	47	M.P.H.
50TH %:	43	M.P.H.
15TH %:	38	M.P.H.
AVERAGE SPEED:	44	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	78%	
% OVER PACE:	16%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 124SkyHawGar.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/26/17 **TIME START:** 09:42 **TIME STOP:** 10:04

FOR ROADWAY: SKYPARK DRIVE

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	X	X	2
56			0
55			0
54			0
53			0
52		XX	2
51		X	1
50		X	1
49	XX	XXX	5
48	X	X	2
47	XX		2
46	XXXXX	XX	7
45	XXXXXX	XXXXXXX	13
44	XXXXX	XXXXXX	11
43	XXX	XXXX	7
42	XXXX	XXXXX	9
41	XXX	XX	5
40	XXXXX	XXX	8
39	XXXXX	XX	7
38	XX	XXXXXX	8
37		X	1
36	XXXX	X	5
35	X	XX	3
34			0
33	X		1
32			0
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	100

****PACE****

LOCATION: Garnier St. to Crenshaw Blvd.
[2780 Skypark Dr.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 12 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.07 ACC./MVM, **EXPECTED RATE:** 1.92 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 16,810 **SEGMENT LENGTH:** 0.61

85TH %:	46	M.P.H.
50TH %:	42	M.P.H.
15TH %:	37	M.P.H.
AVERAGE SPEED:	43	M.P.H.
10 MPH PACE:	38 - 47	M.P.H.
% IN PACE:	77%	
% OVER PACE:	13%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 125SkyGarCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 09:04 **TIME STOP:** 09:48

FOR ROADWAY: 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	XX	XX	4
51			0
50	XXX	X	4
49	XX		2
48	XXX	XXXX	7
47	XX		2
46	X	X	2
45	XXXXXXXX	XXXX	12
44	XXXXXXXX	XXXXXX	14
43	XXXXXXX	XXXXXXX	14
42	XXXXXXX	XXXXX	12
41	XXXXX	XXXXXXXXXXXXXX	19
40	XXXXXXXXX	XXXXXXXXXX	19
39	XXXXXXXXXX	XXXXXXXX	19
38	XXXXXX	XXXXXXXXXX	16
37	XXXXXXXXXX	XXXXXXXXXX	21
36	XXXXXXXXX	XXXXXX	15
35	XXX	XXXXXX	9
34			0
33	XX	XXXXX	7
32	X	X	2
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

* * * PACE * * *

LOCATION: West City Limit to Henrietta St.
[EB: 5500 Torrance Blvd.; WB: 5481 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, School Zone, Bike Lane

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 24,096 **SEGMENT LENGTH:** 0.23

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	81%	
% OVER PACE:	11%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 129TorWCLHen xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 10:01 **TIME STOP:** 10:29

FOR ROADWAY: 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	X		1
51			0
50		X	1
49			0
48			0
47	X		1
46	X		1
45	XX	XX	4
44	XX	X	3
43	XXX	XXXX	7
42	XX	X	3
41	XXXX	XXXXX	9
40	XXX	XX	5
39	XX	XXXX	6
38	XXXX	XXXX	8
37	XXXXXXX	XXXXX	12
36	XXXX	XXX	7
35	XXXXXX	XXXXXXXXX	15
34	X	XX	3
33	X	XXX	4
32	XX	XX	4
31	XX	X	3
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

LOCATION: Henrietta St. to Victor St.
[5218 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.12 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 29,830 **SEGMENT LENGTH:** 0.25

***** PACE *****

85TH %:	42	M.P.H.
50TH %:	37	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	38	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	75%	
% OVER PACE:	8%	
% UNDER PACE:	17%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 130TorHenVic.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 10:32 **TIME STOP:** 10:50

FOR ROADWAY: 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	X		1
50	X		1
49	X		1
48	XX		2
47		X	1
46	XX	X	3
45	XXX	XXXX	7
44			0
43	XX	XXX	5
42	X	X	2
41	XXXX		4
40	XXXXX	XXX	8
39	XXXXX	XXXX	9
38	XXXXXXX	XXXXXXXX	14
37	XXXXX	XXXXXXXXX	13
36	XXXX	XX	6
35	XXX	XX	5
34		XXXXX	5
33	XX	XXXX	6
32	X	X	2
31	X	X	2
30		XX	2
29			0
28		X	1
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

****PACE****

LOCATION: Victor St. to Anza Ave.
[5014 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.37 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Cloudy

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 29,796 **SEGMENT LENGTH:** 0.25

85TH %:	44	M.P.H.
50TH %:	37	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	72%	
% OVER PACE:	21%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 131TorVicAnz.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 10:56 **TIME STOP:** 11:12

FOR ROADWAY: 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	X	X	2
50			0
49			0
48	XX	X	3
47			0
46	XXX	XXX	6
45	XX	XX	4
44	XXXXX	X	6
43	XXX	XX	5
42	XXXXX	XXXXXX	11
41	XXX	X	4
40	XXXXX	XX	7
39	XXXXX	XXXXXXX	12
38	XXX	XXXXX	8
37	XXXX	XXXX	8
36	XX	XXXX	6
35	XX	XXX	5
34	X	XXXX	5
33		XX	2
32	X		1
31	XX	XX	4
30	X		1
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

* * * PACE * * *

LOCATION: Anza Ave. to Hawthorne Blvd.
[4414 Torrance Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.39 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Cloudy

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 28,068 **SEGMENT LENGTH:** 0.50

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:	72%	
% OVER PACE:	15%	
% UNDER PACE:	13%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 132TorAnzHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 11:23 **TIME STOP:** 11:52

FOR ROADWAY: 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		XX	2
49		X	1
48	X		1
47		X	1
46	XX	X	3
45	X		1
44	XXX	XXXX	7
43	XXX	X	4
42	XX	XX	4
41	XX	XXX	5
40	XXXX	XXXX	8
39	XXXXXXX	XXX	10
38	XXX	XXXX	7
37	XXXX	XXXXX	9
36	XXX	XXXXX	8
35	XXXXX		5
34	XXXX	X	5
33	XXX	XXXX	7
32	XX	X	3
31		XXX	3
30		XXX	3
29		XX	2
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	100

* * * PACE * * *

LOCATION: Hawthorne Blvd. to Madrona Ave.
[3611 Torrance Blvd.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, NPAT, Bike Lane

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 24 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 1.27 ACC./MVM, **EXPECTED RATE:** 4.74 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 33,875 **SEGMENT LENGTH:** 0.51

85TH %:	**43**	**M.P.H.**
50TH %:	37	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	38	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	68%	
% OVER PACE:	20%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 133TorHawMad xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 12:00 **TIME STOP:** 12:58

FOR ROADWAY: 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	X		1
52	X		1
51	X		1
50	X		1
49	XX		2
48	XXXX		4
47	XXXXX	XX	7
46	XX	XXX	5
45	X	XXXXX	6
44	XXXX	XXXXXXX	11
43	XXXX	XXXXXXX	11
42	XXXXXXXX	XXXXXXX	15
41	XXXXXX	XXXXX	10
40	XXXXXXXXX	XXXXXXX	16
39	XXXXXXXXXXXXXXX	XXXXXXX	22
38	XXXXXX	XXXX	10
37	XXXXXXX	XXX	10
36	XXXXX	XXXXXX	11
35	XXXXXX	XXXXXXXXXX	17
34	XXXX	XXXXXX	10
33	XXXX	XXXXXXXX	13
32	XXX	XX	5
31	X	XXXX	5
30		X	1
29	X		1
28		XXXX	4
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

LOCATION: Madrona Ave. to Maple St.
[3102 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Lane

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 10 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.97 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 32,572 **SEGMENT LENGTH:** 0.29

****PACE****

85TH %:	43	M.P.H.
50TH %:	38	M.P.H.
15TH %:	33	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	33 - 42	M.P.H.
% IN PACE:	67%	
% OVER PACE:	25%	
% UNDER PACE:	8%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 134TorMadMap.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/31/17 **TIME START:** 13:09 **TIME STOP:** 14:34

FOR ROADWAY: 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	XX	XX	4
50	XX	XXX	5
49	X	XX	3
48	XXX	XXXX	7
47	XX	XXXX	6
46	XXXX	XXXXX	9
45	XXXXXX	XXXX	10
44	XXXXXXXXX	XXXXXXXX	17
43	XXX	XXXXXXX	10
42	XXXXXX	XXXXX	12
41	XXXX	XXXXXXX	11
40	XXXXXXXXX	XXXXXXXX	18
39	XXXXXXXX	XXXXXXXXXXXXX	21
38	XXXXXXXXXX	XXXXXXX	18
37	XXXXXXXXXXX	XXXXXXXXX	21
36	XXXX	XXXXX	9
35	XXXXXX	XX	8
34	XX	X	3
33	XXX	XX	5
32	XX		2
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

*** PACE ***

LOCATION: Maple St. to Crenshaw Blvd.
[EB: 1204 Felbar Ave.; WB: 1121 Kornblum Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, School Zone, On-Street Parking, Bike Lane

MEDIAN TYPE: Double Yellow Center Lane

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.09 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 30,375 **SEGMENT LENGTH:** 0.65

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	36	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	37 - 46	M.P.H.
% IN PACE:	74%	
% OVER PACE:	13%	
% UNDER PACE:	14%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 135TorMapCre.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 10:28 **TIME STOP:** 11:09

FOR ROADWAY: TORRANCE BOULEVARD

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	X	X	2
48		X	1
47		X	1
46			0
45	XXX	XXX	6
44	XXXX		4
43	XXXXXX	XXX	9
42	X	XX	3
41	XXXXXXXX	XXXXXXXX	16
40	XXXXXXXX	XXXXXX	14
39	XXXXXXXXXX	XXXXXXX	17
38	XXXX	XXXXXXXXXXX	15
37	XXXXXXXXXXX	XXXXXX	17
36	XXXXX	XXXXXXXXX	14
35	XXXXXXXXXX	XXXXXXXXXXX	21
34	XXXXXXX	XXXXX	12
33	XXXXXXX	XXXXXX	13
32	XXXX	XXXXXXXXXX	14
31	XX	XXXXXX	8
30	XXXXX	X	6
29	XXXX	XX	6
28		X	1
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

LOCATION: Crenshaw Blvd. to Van Ness Ave.
[EB: 2084 Torrance Blvd.; WB: 2067 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, Bike Lane

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.14 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Overcast

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 33,473 **SEGMENT LENGTH:** 0.77

****PACE****

85TH %:	40	M.P.H.
50TH %:	36	M.P.H.
15TH %:	31	M.P.H.
AVERAGE SPEED:	37	M.P.H.
10 MPH PACE:	32 - 41	M.P.H.
% IN PACE:	77%	
% OVER PACE:	13%	
% UNDER PACE:	11%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 136TorCreVan.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 8/2/17 **TIME START:** 09:33 **TIME STOP:** 10:17

FOR ROADWAY: 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		X	1
52			0
51			0
50	X	X	2
49	XX		2
48	X	XXXXX	6
47	XXX	XXXX	7
46	XX	X	3
45	XXX	XXX	6
44	X	XX	3
43	XXXXX	XXXXXXX	12
42	XXXXXXX	XXXXX	12
41	XXX	XXXX	7
40	XXXXXXXXX	XXXXXXXXX	17
39	XXXXXXXXX	XXXX	13
38	XXXXXXXXXXXXX	XXXXX	18
37	XXXXXXXXX	XXXXXXX	16
36	XXXX	XXXXX	9
35	XXXXX	XXXXXXXXXXX	16
34	XXXXXX	XXX	9
33	XXX	XXXXXXXX	11
32		XXXXXX	6
31	XXX	X	4
30	XXXX	X	5
29	XXX	XX	5
28	XXX	XXX	6
27	X	XXX	4
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

LOCATION: Van Ness Ave. to Western Ave.
[EB: 1820 Torrance Blvd.; WB: 1751 Torrance Blvd.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 7 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.53 ACC./MVM, **EXPECTED RATE:** 2.22 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 31,459 **SEGMENT LENGTH:** 0.38

*****PACE*****

85TH %:	43	M.P.H.
50TH %:	37	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	38	M.P.H.
10 MPH PACE:	34 - 43	M.P.H.
% IN PACE:	65%	
% OVER PACE:	15%	
% UNDER PACE:	21%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 137TorVanWes.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 15:16 **TIME STOP:** 15:38

FOR ROADWAY: VAN NESS 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	X	X	2
42	XX		2
41	XXX	X	4
40	X	XX	3
39	XXXXX	XX	7
38	XX	XX	4
37	XXXXXXXX	XXXXXX	14
36	XXXXXX	XXX	9
35	XXXX	XXX	7
34	XXXXX	XXX	8
33	X	XXXX	5
32	XXX	XXXXXXXX	11
31	XXX	XXX	6
30	X	XXXXX	6
29	XX	X	3
28	X	XX	3
27	X	XX	3
26	X	X	2
25			0
24			0
23		X	1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

LOCATION: North City Limit to 164th St.
[16322 Van Ness Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, NSAT

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.45 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 17,841 **SEGMENT LENGTH:** 0.23

****PACE****

85TH %:	38	M.P.H.
50TH %:	34	M.P.H.
15TH %:	29	M.P.H.
AVERAGE SPEED:	34	M.P.H.
10 MPH PACE:	30 - 39	M.P.H.
% IN PACE:	77%	
% OVER PACE:	11%	
% UNDER PACE:	12%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 138VanNCL164.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 08:30 **TIME STOP:** 08:47

FOR ROADWAY: VAN NESS 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			0
50			0
49		X	1
48		X	1
47		X	1
46			0
45	XX	XX	4
44	XX	X	3
43	XX	X	3
42	XXXX	XX	6
41		XX	2
40	XXXXX	XXXXXX	11
39	XXXX	XXXXX	9
38	XXXXXXX	XXXXX	12
37	XXXX	XXXXXX	10
36	XXXXXXX	XX	9
35	XXX	X	4
34	XXX	XXXXX	8
33	XXXX	XX	6
32	XX	X	3
31	X	XX	3
30			0
29			0
28		X	1
27		XX	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	100

PACE

LOCATION: 164th St. to Artesia Blvd.
[16926 Van Ness Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, NSAT, School Zone, green bike route sign

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.09 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Partly Cloudy

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 15,583 **SEGMENT LENGTH:** 0.63

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:	77%	
% OVER PACE:	14%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 139Van164Art xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 08:54 **TIME STOP:** 09:18

FOR ROADWAY: VAN NESS 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	XX		2
46			0
45	X	X	2
44	X	XX	3
43	X	X	2
42	XXX		3
41	X	X	2
40	XX	XX	4
39	XXXX	XXXXXXX	11
38	XX	XXX	5
37	XXXXX	XX	7
36	XXXXX	XXXXX	10
35	XXXXXXX	XXXXXX	13
34	XXXXXX	XXX	9
33	XXXX	XXXXXXX	11
32	XXX	XXX	6
31	XXX	X	4
30		XXXX	4
29		XX	2
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

LOCATION: Artesia Blvd. to 182nd St.
[16926 Van Ness Ave.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking, NSAT, School Zone, green bike route sign

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 15,129 **SEGMENT LENGTH:** 0.50

PACE

85TH %:	**40**	**M.P.H.**
50TH %:	35	M.P.H.
15TH %:	32	M.P.H.
AVERAGE SPEED:	36	M.P.H.
10 MPH PACE:	31 - 40	M.P.H.
% IN PACE:	80%	
% OVER PACE:	14%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 140VanArt182 xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 09:24 **TIME STOP:** 09:45

FOR ROADWAY: VAN NESS 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	XX	X	3
48	X		1
47		XX	2
46	X	X	2
45	XXXX	XXXX	8
44	XXXXX	X	6
43	XXXX	X	5
42	XX	X	3
41	XXXXXX	XXX	9
40	XXXXXXXXX	XXXXX	14
39	XXX	XXXXX	8
38	XXX	XXXXXXXX	11
37		XXX	3
36	XXXX	XX	6
35	X	XXXXXXX	8
34	X	XXX	4
33		XX	2
32	XX	X	3
31	X		1
30	X		1
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

* * * * P A C E * * * *

LOCATION: 182nd St. to 186th St.
[2201 W. 185th St.]

ROAD DESCRIPTION: 2 lanes each direction
On-Street Parking

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.44 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 18,962 **SEGMENT LENGTH:** 0.22

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	73%	
% OVER PACE:	8%	
% UNDER PACE:	19%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 141Van182186.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 09:47 **TIME STOP:** 10:06

FOR ROADWAY: VAN NESS 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			0
47			0
46	XX		2
45	X	X	2
44	XX	XXX	5
43	X	XXXX	5
42	XXXX	XXXXXXXX	12
41	XXXXX	XXX	8
40	XXXXX	XXXXXXX	12
39	XXXXX	XXXX	9
38	XXXXXXXX	XXX	11
37	XX	X	3
36	X	XXXXXX	7
35	XXXXXXX	XX	9
34	XX	XX	4
33		XXX	3
32	XXX	X	4
31	XX		2
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

PACE

LOCATION: 186th St. to 190th St.
[18814 Van Ness Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT (entire SB side), On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.17 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 19,043 **SEGMENT LENGTH:** 0.28

85TH %:	42	M.P.H.
50TH %:	38	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	39	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	81%	
% OVER PACE:	6%	
% UNDER PACE:	13%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 142Van186190.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 10:11 **TIME STOP:** 10:31

FOR ROADWAY: VAN NESS 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		X	1
56	X		1
55	X		1
54		X	1
53	X	XX	3
52	X	X	2
51		X	1
50	XXX	X	4
49	X	XX	3
48	XX	XXXXXXX	9
47	XXXXX	XXX	8
46	XXX	XXXXX	8
45	XXXX	XXX	7
44	XX	XX	4
43	XXXXXXX	XXXXXX	13
42	XXXXXXX	XXXX	11
41		XXXX	4
40	XXXXXX	XX	8
39	XXXX	X	5
38	X	X	2
37	X	X	2
36		X	1
35			0
34			0
33		X	1
32			0
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	100

****PACE****

LOCATION: 190th St. to Del Amo Blvd.
[2200 Toyota Way]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 3 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.18 ACC./MVM, **EXPECTED RATE:** 1.92 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 45 **PROPOSED SPEED LIMIT:** 45

AVERAGE DAILY TRAFFIC: 19,593 **SEGMENT LENGTH:** 0.79

85TH %:	**49**	**M.P.H.**
50TH %:	44	M.P.H.
15TH %:	39	M.P.H.
AVERAGE SPEED:	45	M.P.H.
10 MPH PACE:	39 - 48	M.P.H.
% IN PACE:	77%	
% OVER PACE:	17%	
% UNDER PACE:	6%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 143Van190Del.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/26/17 **TIME START:** 10:40 **TIME STOP:** 11:03

FOR ROADWAY: VAN NESS 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	X		1
53		X	1
52		XX	2
51	X		1
50	X		1
49	X	X	2
48	X	XX	3
47		XXXX	4
46	XX	XXXXXX	8
45	XX	X	3
44	XXXXX	XXX	8
43	X	XX	3
42	XXXX	X	5
41	XXX	XXXXXX	9
40	XXX	XXXX	7
39	XXXXXXXX	XXX	11
38	XXXX	XXXX	8
37	XX	XX	4
36	XXXXX	XXX	8
35	XX	XX	4
34	XX	XX	4
33	X	X	2
32			0
31			0
30	X		1
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

* * * PACE * * *

LOCATION: Del Amo Blvd. to Torrance Blvd.
[401 Van Ness Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking, Bike Route Sign

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.13 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 17,406 **SEGMENT LENGTH:** 0.82

85TH %:	46	M.P.H.
50TH %:	40	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	67%	
% OVER PACE:	26%	
% UNDER PACE:	7%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 144VanDelTor.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/19/17 **TIME START:** 09:30 **TIME STOP:** 09:59

FOR ROADWAY: VIA VALMONTE

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	X	X	2
35	X		1
34	X		1
33	XXXX	XX	6
32	XXXXX		5
31	XXXXX	XX	7
30	XXXXXXX	XXXX	11
29	XXXXXXXX	XX	10
28	XXXX	XXXXXX	10
27	XXXX	XXXXXXXXXXX	15
26	XXXXX	XXXXXXX	12
25	X	X	2
24	XXX	XXXXX	8
23	X	XX	3
22		XX	2
21	X		1
20		XXX	3
19			0
18		X	1
17			0
16			0
15			0
	GRAND TOTALS		100

LOCATION: South City Limit to Hawthorne Blvd.
[3805 Paseo De Las Tortugas]

ROAD DESCRIPTION: 1 lane each direction
On-Street Parking

MEDIAN TYPE: None

ACCIDENT HISTORY: 0 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.00 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 25 **PROPOSED SPEED LIMIT:** 25

AVERAGE DAILY TRAFFIC: 6,521 **SEGMENT LENGTH:** 0.32

**** PACE ****

85TH %:	31	M.P.H.
50TH %:	27	M.P.H.
15TH %:	23	M.P.H.
AVERAGE SPEED:	28	M.P.H.
10 MPH PACE:	24 - 33	M.P.H.
% IN PACE:	86%	
% OVER PACE:	4%	
% UNDER PACE:	10%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 145ViaSCLHaw.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/19/17 **TIME START:** 08:30 **TIME STOP:** 08:45

FOR ROADWAY: VISTA MONTANA

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		X	1
48			0
47		X	1
46	X		1
45	XXXX	XX	6
44	X	X	2
43	XXX	X	4
42	XXXX	XXX	7
41	XXX	XXX	6
40	XXXX	XXXX	8
39	XXXXXXX	XXXXX	12
38	XXXX	XXX	7
37	XXX	XXXX	7
36	XXXX	XXXX	8
35	XXXX	XXXXXXXX	12
34	XXX	XXXX	7
33		XXX	3
32		XXX	3
31	XX	X	3
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

* * * PACE * * *

LOCATION: Paseo De Las Tortugas to Newton St.
[4300 Vista Montana]

ROAD DESCRIPTION: 1 lane each direction
NSAT

MEDIAN TYPE: Double Yellow Center Line

ACCIDENT HISTORY: 2 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.95 ACC./MVM, **EXPECTED RATE:** 2.39 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 4,257 **SEGMENT LENGTH:** 0.45

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:	78%	
% OVER PACE:	13%	
% UNDER PACE:	9%	

REGISTERED PROFESSIONAL ENGINEER MARK H. MILLER No. 40956 CIVIL STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 147VisPasNew.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 6/26/17 **TIME START:** 09:02 **TIME STOP:** 09:34

FOR ROADWAY: VISTA MONTANA

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		X	1
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X	1
39			0
38	XX	X	3
37		XXX	3
36	XXXX	X	5
35	X	X	2
34	XXXX	XXXX	8
33	XXX	XXX	6
32	XXX	X	4
31	XXX	XX	5
30	XXXX	XXX	7
29	XXXXXXXX	XXXX	12
28	XXXXXX	XX	8
27	XXXXX	XXX	8
26	XXXXXX	XXXXX	11
25	XXXXX	XXXXXX	11
24	X	X	2
23		XX	2
22		X	1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		GRAND TOTALS	100

****PACE****

LOCATION: Pacific Coast Highway to Newton St.
[24024 Vista Montana (NB side of Anza)]

ROAD DESCRIPTION: 2 lanes each direction
NSAT

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 1 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.76 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Clear

EXISTING SPEED LIMIT: 25 **PROPOSED SPEED LIMIT:** 25

AVERAGE DAILY TRAFFIC: 8,566 **SEGMENT LENGTH:** 0.14

85TH %:	34	M.P.H.
50TH %:	28	M.P.H.
15TH %:	25	M.P.H.
AVERAGE SPEED:	30	M.P.H.
10 MPH PACE:	25 - 34	M.P.H.
% IN PACE:	80%	
% OVER PACE:	15%	
% UNDER PACE:	5%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 148VisNewPCH.xls 8/3/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/27/17 **TIME START:** 14:44 **TIME STOP:** 15:04

FOR ROADWAY: WESTERN 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	XXX	XX	5
50			0
49	X	X	2
48		X	1
47	XXX	X	4
46		X	1
45	XXX		3
44	XXXX	XX	6
43	XXX	XXX	6
42	XX	XXXXX	7
41	XXXXXX	XXXXX	11
40	XXXX	XXXX	8
39	X	XXXX	5
38	XXXX	XXX	7
37	XXXX	XXXXX	9
36	XXXX	X	5
35	XX	X	3
34	XXX	XX	5
33		XXX	3
32		XXX	3
31	X	XXX	4
30			0
29			0
28	X		1
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

* * * PACE * * *

LOCATION: Artesia Blvd. to 182nd St.
[17804 S. Western Ave.]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, On-Street Parking

MEDIAN TYPE: 2-Way Left-Turn

ACCIDENT HISTORY: 8 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.45 ACC./MVM, **EXPECTED RATE:** 2.04 ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Light Clouds

EXISTING SPEED LIMIT: 40 **PROPOSED SPEED LIMIT:** 40

AVERAGE DAILY TRAFFIC: 32,282 **SEGMENT LENGTH:** 0.50

85TH %:	44	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	67%	
% OVER PACE:	14%	
% UNDER PACE:	19%	

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

TRAFFIC No. 1575

OBSERVED BY: TL Hartman

REVIEWED BY: Mark Miller

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

12/12/18
DATE

Filename: 149WesArt182.xls 8/3/2018

APPENDIX D

Radar Survey Field Data Sheets
(separate binder)

ATTACHMENT 2

Engineering and Traffic Speed Surveys: City Streets excluding state highways and excluding Madrona Avenue from Torrance Blvd to Sepulveda Blvd.

CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

March 15, 2018

TO: Eve Irvine, Chief of Police

FROM: Rob Beste, Public Works Director

VIA: Craig Bilezerian, Deputy Public Works Director/City Engineer

SUBJECT: **Speed Surveys**
Madrona Avenue (Torrance Blvd to Sepulveda Blvd)

Attached are Engineering and Traffic Speed Surveys for the street segments:

1. Madrona Avenue from Torrance Blvd to Carson St; and

2. Madrona Avenue from Carson St to Sepulveda Blvd

These surveys considered prevailing speeds, accident history and conditions not readily apparent to drivers to determine appropriate posted speed limits in conformance with California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CAMUTCD) to assure that posted speed limits do not constitute a speed trap. It is recommended that speed limit remain at 35 MPH within these two street segments.

The attached Engineering and Traffic Speed Surveys were performed under the direction of the City Engineer and in compliance with guidelines contained in the latest editions of the CVC and CAMUTCD.

Attachments:

- Engineering and Traffic Speed Survey: Madrona Avenue from Torrance Blvd to Carson St
- Engineering and Traffic Speed Survey: Madrona Avenue from Carson St to Sepulveda Blvd

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 08:47 **TIME STOP:** 09:28

FOR ROADWAY: MADRONA 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			0
50	X	X	2
49	X	XXXX	5
48	X	XXXX	5
47	XXXXX	XXXX	9
46	XXXX	XXXXXX	10
45	XXX	XXX	6
44	XXXXXXXXXXX	XXXXX	17
43	XXXXXXX	XXXXXX	13
42	XXXXXXXX	XXXXXXXX	16
41	XXXXX	XXXXXXXX	13
40	XXXXXXXXX	XXXX	13
39	XXXXXXXX	XXXXX	13
38	XXXXXXX	XXXXXXXXXX	17
37	XXXXXXXXX	XXXXX	14
36	XXXXXX	XXXXX	11
35	XXXXX	XXXXXXXXX	14
34	XXXX	XXX	7
33	XXXX	XXX	7
32		XXX	3
31	X	X	2
30			0
29		X	1
28		X	1
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

LOCATION: Torrance Blvd. to Carson St.
[NB: 3322 El Dorado St.; SB: 3317 Onrado St.]

ROAD DESCRIPTION: 3 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 4 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.25 ACC./MVM, **EXPECTED RATE:** NA ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 32,569 **SEGMENT LENGTH:** 0.44

****PACE****

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	34	M.P.H.
AVERAGE SPEED:	40	M.P.H.
10 MPH PACE:	35 - 44	M.P.H.
% IN PACE:	71%	
% OVER PACE:	19%	
% UNDER PACE:	11%	

It is recommended that the speed limit of this segment remain at 35 MPH for the following reasons:

- Madrona Middle School exists on the east side of Madrona Ave between Opal St. and El Dorado St. During school pick-up and drop-off, traffic queues into Madrona Avenue with parents occasionally dropping students off on Madrona Avenue. A reduced vehicle speed limit is warranted.
- Four residential streets intersect Madrona Ave in this segment. Walls and hedges on the east side of Madrona make these intersections more difficult for northbound vehicles to detect. A reduced vehicle speed limit is warranted.
- Two commercial entrances to the Del Amo Mall exist on the west side of this street segment. These driveways are heavily used by traffic accessing the mall. Vehicles decelerating and accelerating at these entrances disrupt southbound traffic warranting reduced speeds.
- Madrona Ave is designated as a Class III bike route with bicycles sharing curb lanes. A reduced speed is warranted to accommodate cyclists.

OBSERVED BY: TL Hartman

REVIEWED BY: Craig Bilezerian

CRAIG S. BILEZERIAN C-55339 EXP. 12-31-2018 STATE OF CALIFORNIA

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

DATE

Filename: 92MadTorCar.xls 3/8/2018

CITY OF TORRANCE ENGINEERING AND TRAFFIC SPEED SURVEY

DATE: 7/25/17 **TIME START:** 09:49 **TIME STOP:** 10:58

FOR ROADWAY: MADRONA 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	X		1
53	XX		2
52			0
51	X		1
50	XXXX	X	5
49	XXXX		4
48	XXX	XXXX	7
47	X	XX	3
46	XXXX	X	5
45	XXXXXXXX	XXXXXXXX	16
44	XXXXXXXX	XXX	11
43	XXXXXXXXX	XXX	12
42	XXXXXXXXXX	XXXXXX	16
41	XXXX	XXXXXXXX	12
40	XXXXXXXX	XXXXXXXX	16
39	XXXXXXXXXX	XXXXXXXXXX	21
38	XXXXXXX	XXXXXXXX	15
37	XXXXXXX	XXXXXXXXXXX	18
36	XXX	XXXXXXXXXX	13
35	XXXX	XXXX	8
34	X	XXX	4
33		XXXXX	5
32			0
31		XX	2
30		X	1
29			0
28			0
27			0
26			0
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

LOCATION: Carson St. to Sepulveda Blvd.
[3201 Plaza del Amo]

ROAD DESCRIPTION: 2 lanes each direction
NSAT, Bike Route Sign

MEDIAN TYPE: Raised Median

ACCIDENT HISTORY: 6 MIDBLOCK COLLISIONS IN 3 YEARS 9/1/13 TO 8/31/16

ACCIDENT RATE: 0.64 ACC./MVM, **EXPECTED RATE:** ACC./MVM,

ROADWAY CONDITIONS: Good

WEATHER: Mostly Clear

EXISTING SPEED LIMIT: 35 **PROPOSED SPEED LIMIT:** 35

AVERAGE DAILY TRAFFIC: 20,343 **SEGMENT LENGTH:** 0.42

REGISTERED PROFESSIONAL ENGINEER
CRAIG S. BILEZERIAN
C-55339
EXP. 12-31-2018
CALIFORNIA

PACE

85TH %:	45	M.P.H.
50TH %:	39	M.P.H.
15TH %:	35	M.P.H.
AVERAGE SPEED:	41	M.P.H.
10 MPH PACE:	36 - 45	M.P.H.
% IN PACE:	75%	
% OVER PACE:	14%	
% UNDER PACE:	11%	

It is recommended that the speed limit of this segment remain at 35 MPH for the following reasons:

- Hickory Tree School exists on the east side of Madrona Ave between Carson Street and Plaza Del Amo. During school pick-up and drop-off, vehicles entering the school driveway often cause traffic queues in Madrona Avenue and impact northbound traffic flow. A reduced vehicle speed limit is warranted.
- Four commercial driveways exist on the east side of this street segment between Plaza Del Amo and Carson St. Frequent turning maneuvers occur at these driveways causing lane speed variations and warranting reduced speeds.
- The Del Amo Mall exists on the west side of this street segment. A trap right-turn lane exists at southbound Madrona Ave at Plaza Del Amo requiring southbound traffic to merge. This merging condition warrants reduced speeds.
- Madrona Ave is designated as a Class III bike route with bicycles sharing curb lanes. A reduced speed is warranted to accommodate cyclists.
- To provide continuity of speed with the segment to the north, it is recommended that the posted speed limit remain at 35 MPH.

OBSERVED BY: TL Hartman

REVIEWED BY: Craig Bilezerian

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR FOR THE CITY OF TORRANCE, CALIFORNIA.

DATE