Administrative Report

Date: October 27, 2025

To: **Public Works and Sustainability Commission**

From: **Public Works Department**

Subject: **DISCUSSION OF DIAMOND STREET RESTRIPING BETWEEN PCH AND PROSPECT AND RUHS ACCESS IMPROVEMENTS**

SUMMARY:

As part of the City's FY2024-2025 budget, the City Council directed staff to study safety and circulation improvements along Diamond Street between PCH and Prospect Avenue to improve traffic operations on City streets around the RUHS area during school peak periods, and possible changes to curbspace on City streets along RUHS' frontages. The City hired a consultant with substantial experience performing school area traffic/safety studies around the region and country. Existing conditions data were collected, a stakeholder focus group was conducted, an online community meeting was held, and potential improvements were analyzed in cooperation with RBUSD. At this time, the City is proposing minor enhancements to on-street school loading zones on both north and south sides of RUHS, and narrowing existing lanes on Diamond to provide improved bicycle lanes and a dedicated bicycle turning lane into RUHS at Sea Hawk Way. These improvements were also presented at a District 2 community meeting on 10/22/2025. If these improvements are recommended by the Public Works & Sustainability Commission (PWSC) and approved by the City Council, staff will proceed with final design for construction as part of a future slurry seal project on Diamond Street. Noticing of this agenda item was provided to the residents living closest to RUHS entrances along Diamond Street and Vincent Street[1].

BACKGROUND:

The City Council directed staff as part of its FY2024-2025 budget motion to investigate potential solutions to RUHS-related traffic concerns along Diamond Street between PCH and Prospect, and potential curbspace use modifications along Diamond Street and City streets along RUHS' south side frontage near Vincent Street. City staff selected a transportation engineering consultant with national expertise, including experience with school-area projects, to perform the study, community engagement, and design. The process began in Summer 2024 after budget adoption, followed by data collection and community engagement in Fall/Winter 2024. Community engagement consisted of two parts. The first part were focused stakeholder sessions that included City staff, RBUSD staff, community groups, and two selected RUHS students from the Youth Commission. The second part was an online District 2 community meeting that was noticed to the public

[1] Noticing area shown in **Attachment 1.**

per **Attachment 1**. Twenty attendees joined the meeting and participated in an interactive survey. After community input was gathered, the project team proceeded with analyzing solutions. City staff met further with RBUSD staff to determine mutually beneficial changes to improve traffic operations and safety. At this time, City staff is presenting proposed solutions to the PWSC and thepublic seeking input. Eventually the City Council will need to determine if further design efforts should proceed.

The project consultant prepared the *Redondo Union High Access Study and Design Evaluation Report*, which is shown as **Attachment 2**. The prior draft report was reviewed by City staff and RBUSD staff, and circulated with the District 2 councilmember. The report has been available for public viewing since October 16, 2025 on the City's website and was included as a QR code in the noticing for this agenda item. The link is also available below:

https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/traffic_projects.php

The report contains all data collection (parking, traffic counts, speeds, crashes), community engagement summaries, and recommendations. Copies of the report were also available at the recent District 2 community meeting.

Residents at the 10/22/2025 District 2 community meeting expressed general concerns about RUHS' size, generated traffic, entrance locations, and on-site traffic procedures. Although it could not be confirmed directly, many of the residents who attended the meeting lived along Vincent Street. Residents also expressed general favorability to adding an additional pick-up/drop-off zone on-site along Francisca Avenue, which is not within the control of the City. Specific to the City's project, residents reacted favorably to protected bike lanes that limited parking loss, curb extensions and lane narrowing to reduce speeds, and dedicated bicycle entryways into on-campus bicycle parking. However, residents were not in favor of expanding pick-up/drop-off spaces along Vincent Park. Residents also requested additional bicycle racks on-campus (RBUSD property) and off-campus (City property) to absorb bike parking demand.

DISCUSSION:

As shown in Figure 9 of the report, the City is proposing to restripe Diamond Street to achieve traffic calming/slower speeds, improved bicycle riding experiences, improved safety, clearer pick-up/drop-off zones, and safer intersections. For Diamond Street, this includes:

- Narrowed vehicular lanes to decrease speeds on Diamond
- Parking-protected bicycle lane sections where feasible to improve safety
- Buffered bicycle lanes where on-street parking preservation is important
- More robust bicycle lane striping to current best practice
- Bus stop relocation at Diamond/Helberta (near side to far side) to improve crosswalk compliance and adhere to bus stop best practices
- In-street bicycle parking corral near Starbucks to encourage on-street bike riding

- Dedicated bicycle left-turn lane into Sea Hawk Way, and possibly into future Francisca pick-up/drop-off zone[2], to address safety issues
- Dedicated bike entry into bike parking areas in RUHS
- Curb extensions and protected median islands at major crosswalk locations along Diamond to simplify turning movements and improve safety
- Refreshed pick-up/drop-off zones along Diamond Street to improve usage, to be utilized as short-term parking during the school day for visitors.

The proposed changes on Diamond Street will result in the loss of approximately 12 parking spaces. Only one of those parking spaces is located west of Del Amo Street where parking utilization is high (82/86) during school days. The remaining 11 parking spaces proposed to be removed on Diamond are east of Del Amo Street, where supply exceeds demand by 68 spaces. Some parking space removal is required in order to accommodate the proposed sections of protected/buffered bicycle lanes and the bicycle turn lane.

Limited changes are proposed along RUHS' southern frontages. This consists of:

- Converting non-standard and underutilized ADA (two spaces) and police (one space) parking along Vincent Park to school peak-period loading to improve curbspace efficiency and traffic circulation, with daytime short-term parking available for members of the public (e.g. school, Vincent Park, etc.) outside of loading zone hours. No existing preferential permit spaces are proposed to be modified or removed.
- Refreshed loading zone signage to improve operations and usability.

Staff would also like to note that RBUSD is embarking on a separate project to create another on-campus pick-up/drop-off zone along the southern extension of Francisca Avenue south of Diamond Street. While this area is owned and controlled by RBUSD, City and RBUSD staff are working together so that their project is amenable to both parties and the community. It is expected that this separate project would absorb some existing demand from other existing loading zones (on and off RUHS property).

Staff is seeking public and Commission input on whether to move forward with the proposed changes along Diamond Street and the south frontage of RUHS. If recommended by the PWSC and approved by the City Council, staff will issue a notice-to-proceed to the consultant to commence preparation of plans and specifications for construction.

COORDINATION:

Coordination of this report took place within the Public Works Department and with prominent staff of the RBUSD. Community engagement was carried out through the District 2 councilmember.

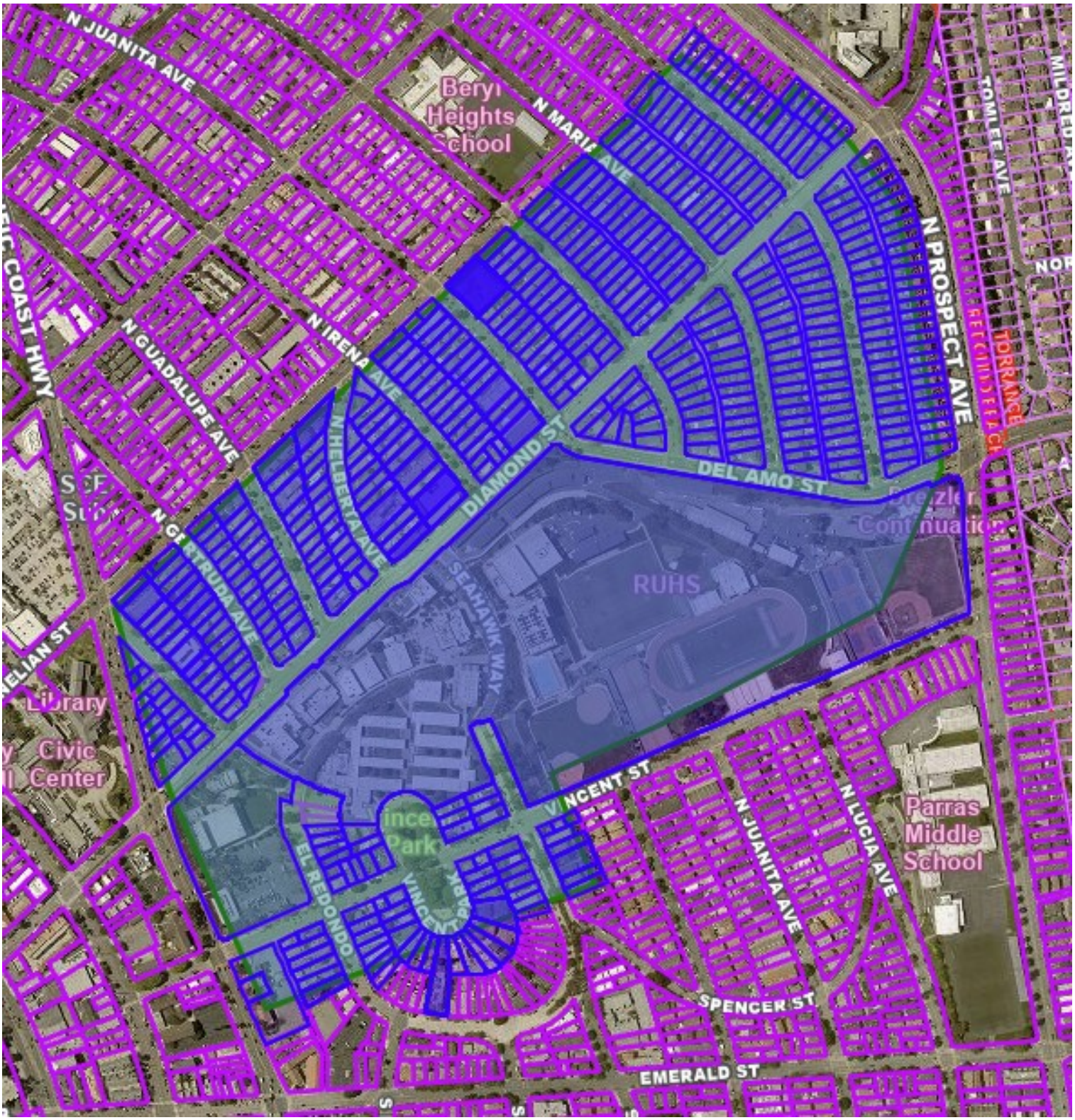
[2] As a separate RBUSD project, RUHS is considering installation of an additional pick-up/drop-off zone along Francisca/El Redondo (West). This project will be designed to be compatible with RBUSD's project.

Prepared by:
Ryan Liu, Principal Transportation Engineer

Submitted by:
Andrew Winje, Public Works Director

ATTACHMENTS:
1 – Public Noticing Area
2 – *Redondo Union High Access Study and Design Evaluation Report*

Noticing Area



REDONDO UNION HIGH ACCESS STUDY AND DESIGN

Promoting safer and more accessible options for all users on Diamond Street including Redondo Union High School (RUHS) students, parents, and staff.

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REDONDO UNION HIGH ACCESS STUDY AND DESIGN

Project Introduction

The Redondo Union High Access Study and Design project focuses on promoting safer and more accessible options for all users on Diamond Street from Pacific Coast Highway to N. Prospect Avenue. This project aims to redefine curbside loading, parking, and multimodal mobility, with an emphasis on Redondo Union High School (RUHS) traffic, by gathering data and community input to identify short-term treatments and provide recommendations on pickup and drop-off zones at El Redondo Avenue and Vincent Park on the south side of the RUHS campus. Upon approval of project recommendations, the project team will develop a 100% signing and striping PS&E package to potentially implement “quick-build” changes as part of the repaving of Diamond Street.

The project aligns with the guiding principles from the City of Redondo Beach’s General Plan Vision 2050 to enhance **Community Character and Livability** and to achieve greater **Health and Vitality** throughout the community by:

- Promoting safety and security for its residents and visitors;
- Reducing automobile traffic volume and congestion;
- Providing safe, efficient, multimodal transportation that offers alternatives to the car;
- Providing walkable and bike-friendly interconnected neighborhoods; and
- Promoting active lifestyles for all age groups

Evaluation of Data

Toole Design collected parking occupancy data, traffic volumes, travel speed, and crash data on Diamond Street to identify key issues in the project area and determine the recommended interventions to improve the experience of people walking, biking, driving, and taking transit.

Parking Occupancy

Parking occupancy data was collected on Diamond Street on Wednesday, December 4, 2024, from 7 AM to 7 PM. The time when most people were parked on the street was 9 AM which aligns with the RUHS’s typical Wednesday class start time of 8:30 AM. Figure 1 depicts the parking occupancy percentage by block at 9 AM.

Though the south curb of Diamond Street from N. Gertruda Avenue to Del Amo Street/ N. Juanita Avenue right in front of RUHS was fully occupied (a total of 46 parking spots) and the north curb from Pacific Coast Highway to Del Amo Street/ N. Juanita Avenue had 36 out of 40 spots filled, 68 spots remained vacant from Del Amo Street/ N. Juanita Avenue to Prospect Avenue to the east.

See **Appendix A** for a detailed table of the parking occupancy along Diamond Street.

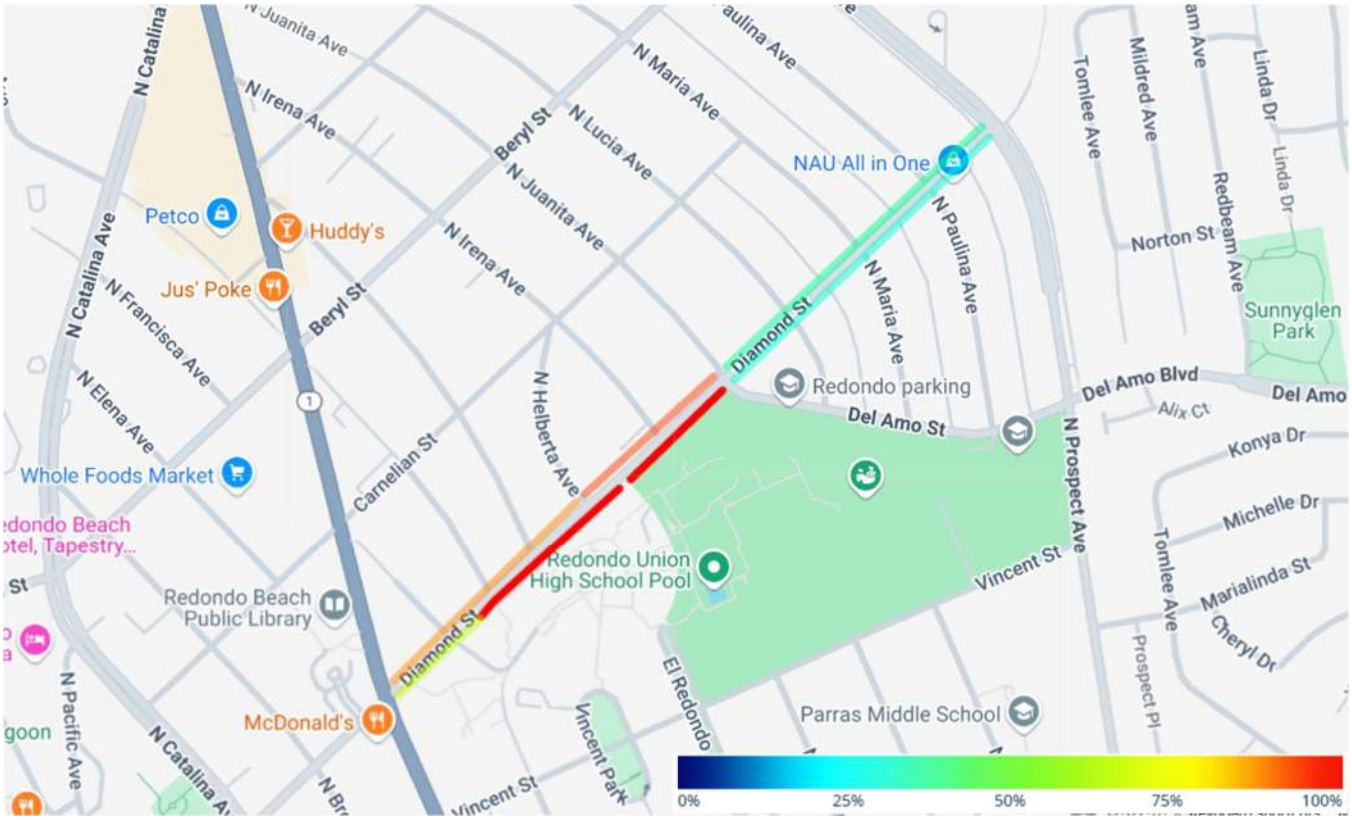


Figure 1. Parking Occupancy on Diamond Street at 9 AM (Wednesday, December 4, 2024)

Traffic Volumes

The project team collected turning movement counts at five (5) key intersections on Diamond Street to assess potential traffic impacts and determine where potentially unsafe conflicts are occurring. The intersections included: N. Francisca Avenue, N. Helberta Avenue, Sea Hawk Way, Del Amo Street/ N. Juanita Avenue, and N. Lucia Avenue.

During the morning peak hour when the greatest number of people are traveling on Diamond St, from 7:45 AM to 8:45 AM, one of the most notable conflicts was at the uncontrolled Diamond Street/Sea Hawk Way intersection between westbound left-turning bicyclists and motorists also making the same left turn and motorists traveling eastbound (Figure 2). There was a total of 141 people biking turning left as compared to 131 vehicles making the same left turn. The project team visited the site during arrival and dismissal times on October 29, 2024, and observed that people biking would ride next to and in front of turning vehicles while navigating the turn at the same time and entering the same receiving lane.

Students getting off at the nearside westbound bus stop regularly cross Diamond Street at Helberta Avenue where there is no crosswalk.

A second notable conflict that was observed included people crossing Diamond Street on the east leg of N Helberta Ave as shown in Figure 3. Collected data showed 171 people making this crossing, even though no crosswalk exists on the east approach. The westbound bus stop is located nearside on the north side of the intersection and the most direct path across Diamond Street is the unmarked crossing on the east side.

Lastly, a common sighting during the morning and afternoon observations were students biking in groups to and from school. The students would typically bike in the adjacent travel lane due to space constraints of the bike lane.

See **Appendix B** for detailed traffic volume data at the peak periods of the five (5) intersections.

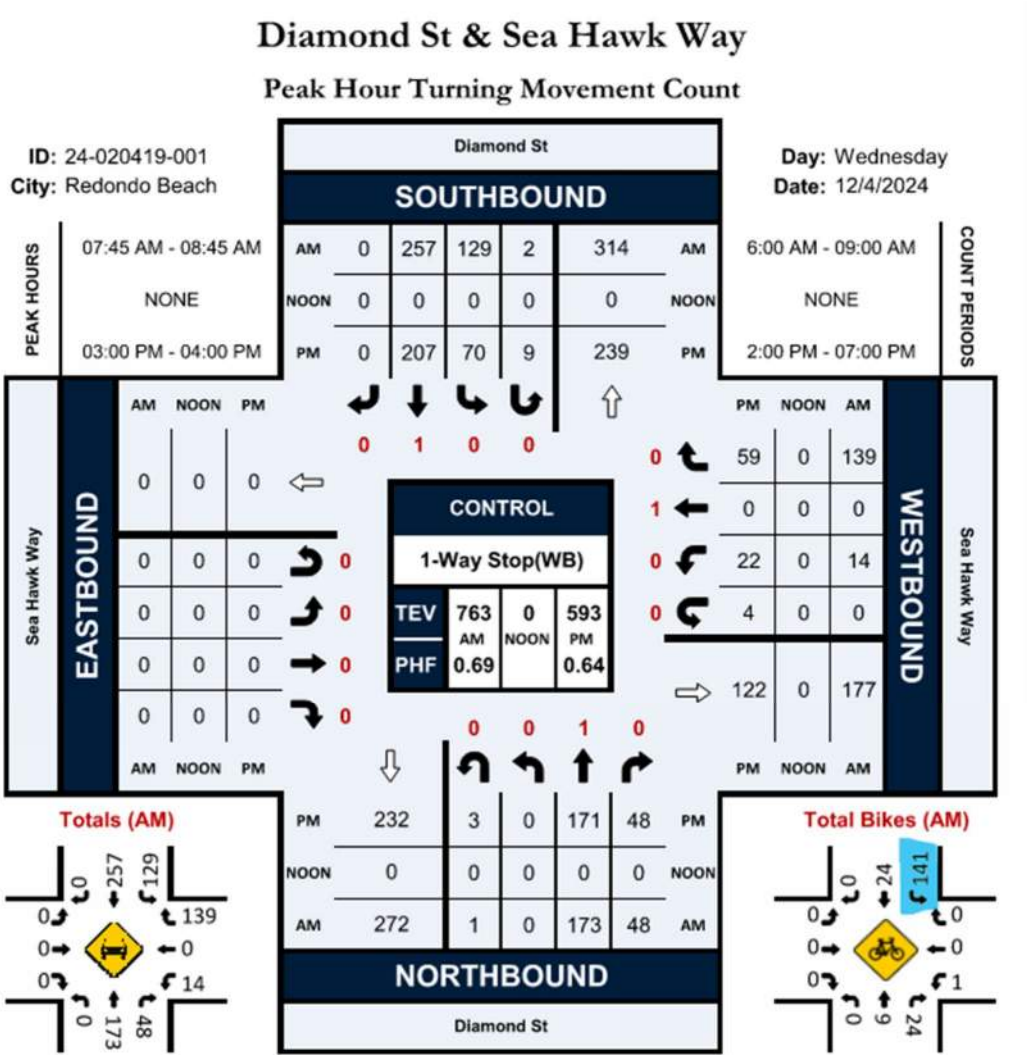


Figure 2. Volumes at Diamond Street & Sea Hawk Way in the AM peak period

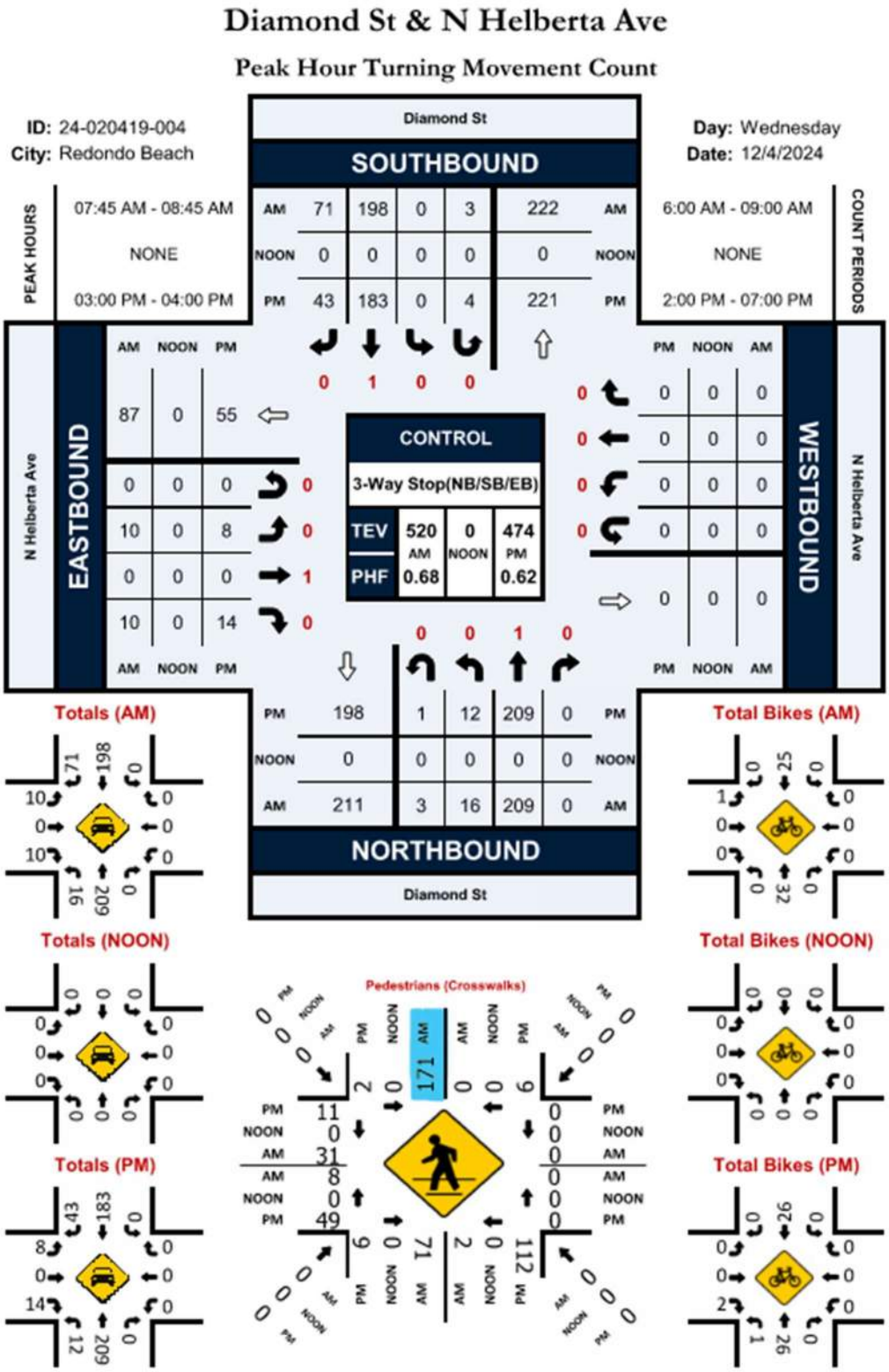


Figure 3. Volumes at Diamond Street & N Helberta Avenue

Travel Speed

The posted speed limit along Diamond Street is 30 miles per hour (mph) in both the eastbound and westbound directions and 25 mph during school arrival and dismissal. Vehicular travel speeds were collected along the corridor at the same time the turning movement counts and parking occupancy were collected. Figure 4 depicts the average speed of vehicles traveling along various locations along the corridor on December 4, 2024.

The 85th percentile speed is the speed at or below which 85 percent of all vehicles are observed to travel and has historically been used to set speed limits. For all locations, the 85th percentile ranged from 32 to 35 mph with the highest 85th percentile being along the eastbound direction between N Guadalupe Avenue and N Gertruda Avenue.

On average, vehicles travel at or below the 30-mph speed limit. Speed surveys, however, confirmed that a few motorists travel more than 45 mph, at the western end of the corridor. Though this is less than 1% of all vehicles, the time of day at which they sped included 5 AM and in the afternoon around the time of dismissal (3 PM) until 8 PM.

See **Appendix C** for a detailed speed survey.

Figure 4. Average Speed of Vehicles on Diamond Street

Crash Trends

Using the Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024) and additional crash data provided by Redondo Beach Traffic Engineering, showed that there were 17 total reported crashes on Diamond Street. An analysis of the last 5 years' worth of collision data demonstrated that crashes involving people biking and walking made up 47% of total crashes recorded along Diamond Street. In addition, 63% of crashes resulting in minor injuries included bicyclists. Figure 5 shows that more crashes occurred during school arrival and dismissal times than any other time of day.

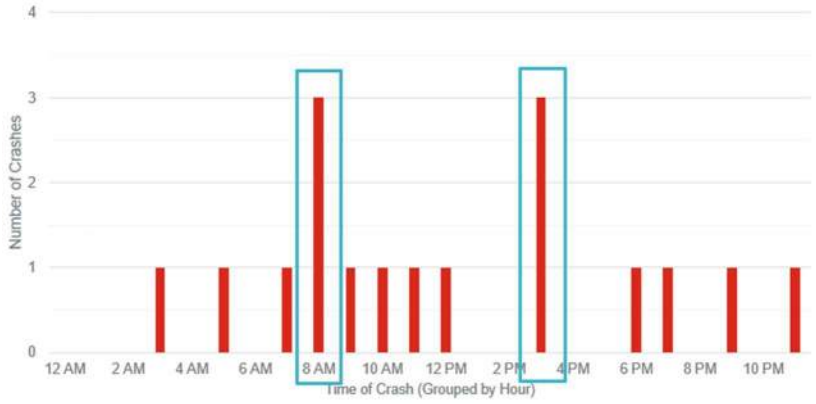


Figure 5. Crashes along Diamond Street by Hour (December 2019 – June 2024)

Figure 6 depicts the location of all crashes involving people biking and walking and their severity. On Diamond Street, most crashes occur at an intersection where people walking, rolling, biking, and driving have the most conflicts.

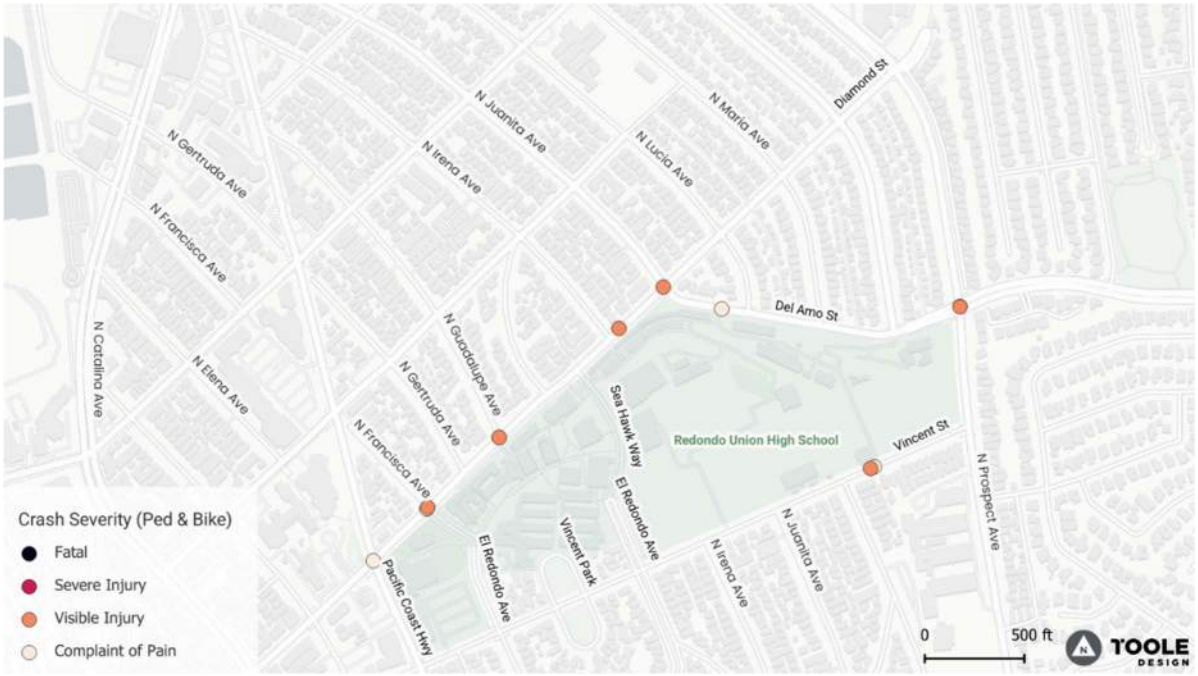


Figure 6. Crash Location and Severity Involving People Walking and Biking

Community Engagement

Approach

The project team led three virtual engagement events to gather input from the community on key issues the data may not have captured.

Stakeholder Meeting – January 8, 2025

The project team met with key City staff to discuss traffic safety and operations, including representatives of the Parent Teacher Association, the Redondo Beach Unified School District, the Redondo Beach Fire Department, the South Bay Bicycle Coalition, and the Redondo Beach Police Department. The community event included a presentation outlining background and preliminary data analysis and concluded with a discussion with guiding questions.

Stakeholder Meeting (Students) – January 16, 2025

A second stakeholder meeting was held to gather input from students. The school chose two students with diverse backgrounds, one who walked to school and one who took public transit or was driven to school, to meet with the team and provide input. The meeting included a presentation outlining background and preliminary data analysis and had guiding questions throughout the presentation to encourage discussion throughout.

Community Meeting – February 19, 2025

In addition to the presentation, the community meeting used Mentimeter, an interactive polling site to gather feedback during the presentation. The community meeting consisted of:

- 16 neighbors – largely residents living on the other side of RUHS along Vincent Street
- 1 parent and neighbor, and
- 3 people who identified as “other”.

Summary of Community Input

Below is a summary of additional concerns brought up by community members during the Stakeholder and Community Meetings.

- All-way stop-controlled intersections
  - People walking feel unsafe crossing Diamond Street because they must cross in front of multiple lanes of traffic, both for motor vehicles and bikes.
  - The Del Amo Street / N. Juanita Avenue & Diamond Street intersection can feel chaotic during the morning.
  - People biking tend to not stop at stop signs.
  - People driving tend to run the stop sign at N Francisca Avenue going westbound towards Pacific Coast Highway, possibly to catch a green signal for Diamond Street at PCH, since the green signal is visible from a distance (this was highlighted in a letter from a resident to the City).
- Bus Stops
  - The bus is full by the time it reaches the Sea Hawk Way stop in the afternoon, so most students wait by the Pacific Coast Highway stop instead.
  - There is a need for better bus transportation options to accommodate students' schedules.
  - It is difficult to see around the westbound bus that stops at Helberta Avenue if you are driving westbound as well.
- Bike Parking

    - While e-bikes can be an issue due to reckless riders, the bigger issue with e-bikes is the overcrowding and traffic congestion caused by having a single central parking location for bikes at Sea Hawk Way.
- Conflicts
    - Students go to Starbucks after school and bike and park on the sidewalk causing bike and pedestrian conflicts.
    - The Sea Hawk Way entrance is congested with people trying to enter and exit (bicyclists, vehicles, pedestrians).
    - Double parking in the bike lanes.
- Near-misses and Speeding
    - When asked to identify any locations where community members had experienced or witnessed a near-miss, many of the points placed were at intersections as shown in Figure 7.
    - The students mentioned speeding issues, particularly on Juanita Avenue and downhill towards Pacific Coast Hwy.

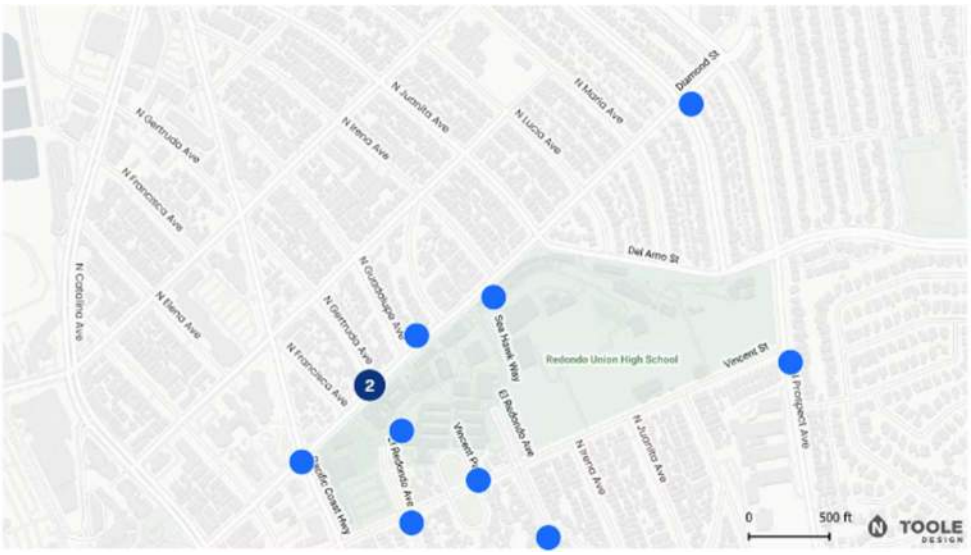
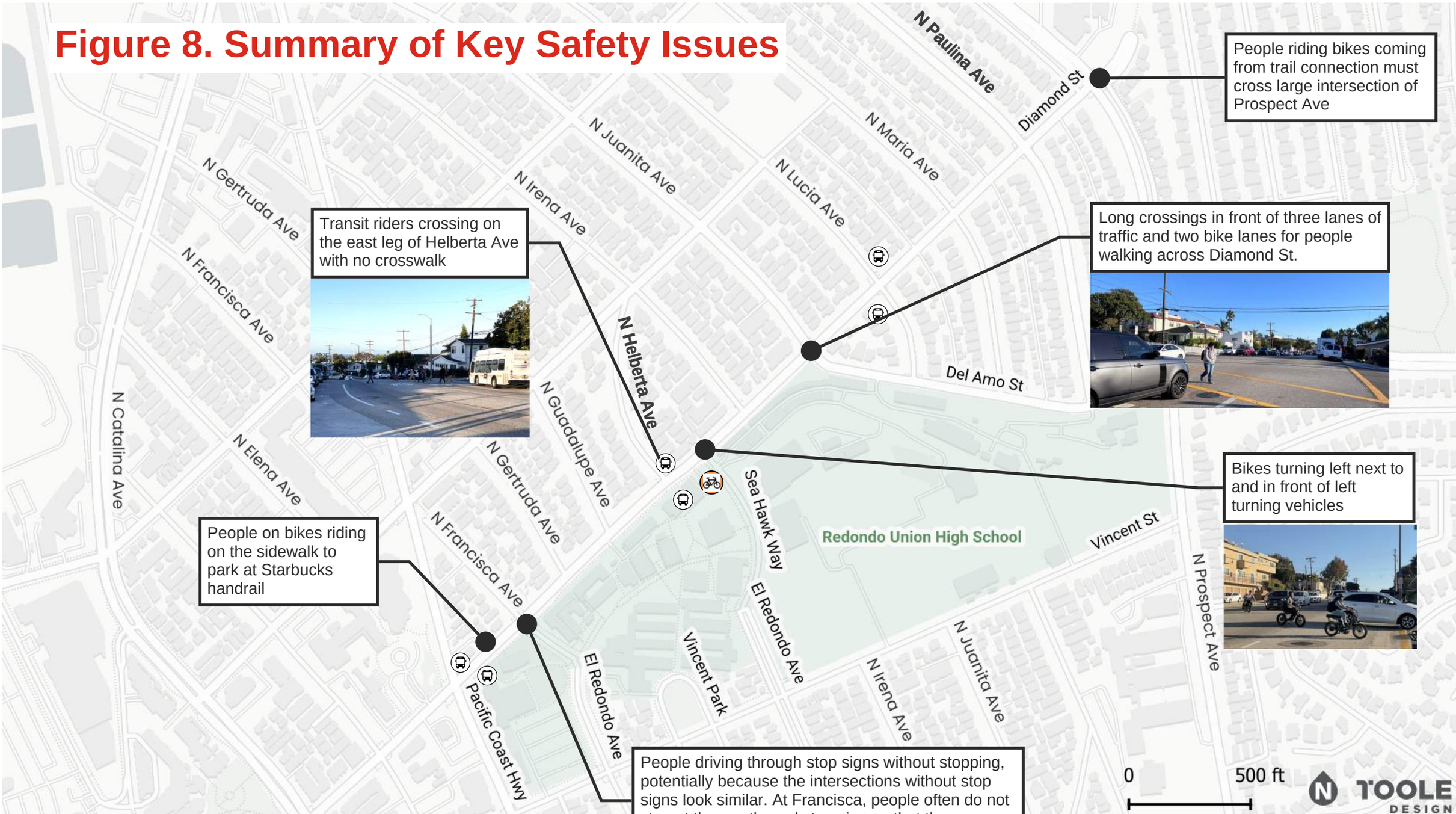


Figure 7. Locations of Potential Near-Misses in the Project Area (Redondo Union Access Study and Design Community Meeting – February 19, 2025)

Summary of Key Safety Issues

Figure 8 summarizes the key safety issues on Diamond Street.

Figure 8. Summary of Key Safety Issues



Recommendations

Summary of Recommendations

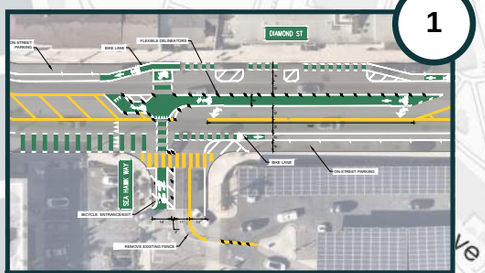
Figure 9 summarizes the recommended interventions on Diamond Street and in the project area.

Clear Space and Parking Impacts

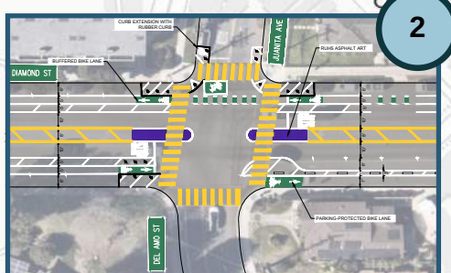
Clear space leading up to intersections and alleyways is required to provide appropriate sight distance for approaching vehicles and bicyclists to see each other so that each user can anticipate and avoid a potential collision with crossing traffic. This “clear sight triangle” should be kept clear of obstructions, including parked vehicles. At intersections, 50 ft of clear space is recommended. At alleyways, 20 ft of clear space is recommended.

The proposed design has minimal impacts on the parking on Diamond Street to the west of Del Amo Street/ N. Juanita Avenue with the potential removal of one (1) parking spot. East of Del Amo Street/ N. Juanita Avenue, about 11 parking spots are impacted. As stated in the Parking Occupancy section of this report, 68 vacant spots remained east of Del Amo Street/ N. Juanita Avenue during the most heavily parked time of the day while 4 vacant spots remained to the west of Del Amo Street/ N. Juanita Avenue. The parking loss is equal to or less than the current number of vacant spots on Diamond Street per the parking occupancy data. As documented in the collected parking occupancy data, the corridor has substantial parking availability today, and while the design would reduce some parking spaces, parking would remain available throughout a typical school day.

Figure 9. Summary of Recommendations



Sea Hawk Way Design - Appendix E



Del Amo St - Appendix E (Applies to Francisca Ave)

Additional bike parking along the perimeter of RUHS and at Starbucks to discourage sidewalk riding.*

Buffered bike lane*

Relocate WB bus stop west of the intersection

Additional loading zone signage.

Future RUHS project for pickup and drop-off on Francisca Ave. Details to be determined between City and RBUSD.

Additional curb space for pickup and drop-off by converting ADA parking to school loading zone.

Reconfigure existing loading zone and parking restrictions.

Parking removal (4)

Parking removal (1)

Parking removal (1)

Parking removal (2)

Parking removal (2)

Parking removal (1)

Parking removal (1)

Conflict markings at the intersection*

Curb extensions and asphalt art at all-way stops*

Parking-protected bike lane*

Bike lane, no buffer*

N Paulina Ave
Diamond St
N Maria Ave
N Lucia Ave
N Irena Ave
N Helberta Ave
N Guadalupe Ave
N Gertruda Ave
N Francisca Ave
Del Amo St
Sea Hawk Way
El Redondo Ave
Redondo Union High School
Vincent St
N Prospect Ave
N Juanita Ave
N Irena Ave
Vincent Park
El Redondo Ave
Pacific Coast Hwy
1
2
0
500 ft

TOOLE DESIGN

*Image can also be found in Appendix E.

Recommended Interventions and Benefits

	KEY ISSUE	INTERVENTION(S)	BENEFIT
ADDITIONAL DROP-OFF/PICKUP AREAS	The Sea Hawk Way entrance congested with people trying to enter and exit (bicyclists, vehicles, pedestrians).	Remove 2 ADA spaces and 1 police parking space on Vincent Park loop and convert to 7:45-8:45 am and 3:00-4:00pm loading with 2-hour parking between loading times. No restrictions outside of school hours. Maintain 1 ADA space near building door. Future RUHS project for pickup and drop-off area on Francisca Ave. Shift existing loading zone on south side of Diamond St closer to school building next to existing bus stop. Change parking restrictions to 7:45-8:45 and 3:00-4:00pm loading with 1-hour parking between loading times. No restrictions outside of school hours.	By providing multiple pickup and drop-off locations, the Sea Hawk Way entrance will see less demand and improve congestion and safety.

	KEY ISSUE	INTERVENTION(S)	BENEFIT
IMPROVED PEDESTRIAN CROSSING DESIGN	People walking across Diamond Street must navigate across long crossings with multiple conflict zones.	Install curb extensions at the following crossings on Diamond Street: Francisca Avenue, Helberta Avenue, Del Amo Street/ N. Juanita Avenue, N. Lucia Avenue, N. Paulina Avenue. Install pedestrian refuges at the following crossings on Diamond Street: Francisca Avenue (east side), Del Amo Street/ N. Juanita Avenue, and N. Lucia Avenue (west side). See City's level of service analysis determining feasibility of turn lane removal along Diamond St. Install high-visibility crosswalks at all existing marked crossings on Diamond Street and its side streets in the project area.	Curb extensions shorten crossing distances and provide better visibility for pedestrians crossing, a pedestrian refuge provides a waiting area to help people navigate two directions of traffic.
ADDITIONAL BIKE PARKING	Overcrowding and traffic congestion due to only two parking locations for bikes – one at Sea Hawk Way and another on Francisca Ave. Students go to Starbucks after school and bike and park on the sidewalk causing bike and pedestrian conflicts.	Install bike parking around the perimeter of RUHS (the project team will work with RUSD to identify final locations). Install on-street corral for bikes in the red curb by the Starbucks driveway. See Appendix E for an example of bicycle parking.	By providing multiple convenient bike parking locations, the Sea Hawk Way entrance will see less demand and improve congestion and safety. This also reduces the conflicts between people walking and biking on the sidewalk east of the Starbucks.
ASPHALT ART AT ALL-WAY STOP INTERSECTIONS	People biking tend to not stop at stop signs. People driving tend to run the stop sign at N Francisca Avenue going	Install asphalt art at the pedestrian refuges and potentially the curb extensions where they're proposed. See Appendix E	Providing asphalt art at all-way stop-controlled intersections gives drivers an additional indication of

	KEY ISSUE	INTERVENTION(S)	BENEFIT
	westbound towards Pacific Coast Hwy.	for an example of asphalt art at all-way stop intersections.	an all-way stop intersection.
RELOCATION OF WB BUS STOP AT HELBERTA AVE	The westbound bus stop is located on the east side of the intersection which encourages riders to cross Diamond Street in the unmarked crossing on the east side. It is difficult to see pedestrians crossing around the westbound bus that stops at Helberta Avenue if you are driving westbound due to buses obstructing the view of crossing students.	Relocate the WB bus stop at Helberta Avenue to the far side of the intersection.	Improves the visibility of pedestrians crossing the crosswalk on the west leg. Encourages people taking transit to use the existing marked crossing and curb ramps at this intersection.
PARKING-PROTECTED BIKE LANES ON THE SOUTH SIDE OF THE STREET	People double park in the bike lanes.	Install parking-protected bike lanes on the south side of Diamond Street. See Appendix E for an example of parking-protected bike lanes.	Protected bike lanes discourage double parking and provides a safer, protected area for people to bike without vehicular conflict between intersections.
BUFFERED BIKE LANES ON THE NORTH SIDE OF THE STREET	Students biking in groups to and from school. The students would typically bike in the adjacent travel lane due to space constraints of the bike lane.	Install bike lanes with a 5' buffer on the north side of Diamond Street. See Appendix E for an example of buffered bike lanes.	Buffered bike lanes provide additional space for people biking while maintaining curbside parking
LEFT TURN BIKE LANE AND DEDICATED RECEIVING LANE AT SEA HAWK WAY	Left-turning bicyclists going westbound on Diamond Street turning into Sea Hawk Way at the uncontrolled intersection. People biking ride next to and in front of turning	Install dedicated left turn lane and receiving lane for people biking at Sea Hawk Way to separate bike traffic from vehicular traffic as shown on Figure 9.	Dedicated lanes for people biking separate and decrease the conflict zones between the two modes of transportation.

	KEY ISSUE	INTERVENTION(S)	BENEFIT
	vehicles while navigating the turn at the same time and entering the same receiving lane.		
GREEN CONFLICT MARKINGS	Some crashes along Diamond Street involving people biking were due to vehicles striking people biking at intersections.	Install conflict markings at all intersections where bike lanes continue through the intersection. The City has used green conflict markings for other bikeways, such as Beryl Street's Class II bike lanes from PCH to Flagler Lane. See Appendix E for an example of green conflict markings.	Conflict markings alert people driving and biking to potential conflict areas.

Next Steps

The project team's primary goal for the Redondo Union Access Study and Design was to identify "quick-build" interventions that would provide the highest impact to the safety and efficient access of the RUHS area. This report serves to demonstrate how the community engagement process and the data analysis led to the identification of targeted safety countermeasures on Diamond Street. The project team recommends continuing to 60% design of the project to implement countermeasures so that enhancements can installed quickly, tested and evaluated, and modified as required before more permanent and capital-intensive measures are designed and constructed.

A. PARKING OCCUPANCY

Prepared by National Data & Surveying Services

Parking Study

Project ID: 24-020420
City: Redondo Beach, CA

Date: 12/4/2024
Day: Wednesday

Segment	Street	From	To	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement *(ft.)* / # of Spaces *(if Marked)*	Approximate Spaces	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
OSP-001	Diamond Street	Pacific Coast Hwy	Francisca Avenue	Regular	S	Unmarked	No Parking Monday 8am-9pm	170'	9	3	6	5	6	7	7	2	6	7	1	1	0
	Diamond Street	Pacific Coast Hwy	Francisca Avenue	Regular	S	Marked	No Parking Thursday 11am-2pm/Tow-Away No Parking 7:45am-8:45am & 2:15pm-3:15pm School Days Only		4	2	1	4	4	4	4	4	4	4	1	1	2
	Diamond Street	Pacific Coast Hwy	Francisca Avenue	Red	S	Unmarked	Illegal Parking	-	-	0	0	0	1	1	0	0	1	1	0	0	0
OSP-002	Diamond Street	Francisca Avenue	Sea Hawk Way	Regular	S	Marked	No Parking Thursday 11am-2pm		10	7	10	10	9	9	8	7	8	7	5	5	4
	Diamond Street	Francisca Avenue	Sea Hawk Way	Regular	S	Marked	Tow-Away No Parking 7:30am-3:30pm School Days Only		13	13	13	13	13	13	13	3	10	5	3	4	3
OSP-003	Diamond Street	Sea Hawk Way	Del Amo Street	Regular	S	Marked	No Parking Thursday 11am-2pm		23	22	23	23	22	22	21	15	20	18	13	14	12
OSP-004	Diamond Street	Del Amo Street	Prospect Avenue	Regular	S	Unmarked	No Parking Thursday 11am-2pm	962'	48	11	11	14	15	14	14	10	12	12	8	8	8
OSP-005	Diamond Street	Prospect Avenue	Del Amo Street	Regular	N	Unmarked	No Parking Friday 11am-2pm	908'	45	29	18	16	16	16	16	19	7	8	6	6	6
OSP-006	Diamond Street	Del Amo Street	Helberta Avenue	Regular	N	Marked	No Parking Friday 11am-2pm		17	14	16	16	14	16	14	14	15	14	14	15	13
OSP-007	Diamond Street	Helberta Avenue	Pacific Coast Hwy	Regular	N	Marked	No Parking Friday 11am-2pm		18	13	16	18	17	15	15	13	13	10	7	7	7
	Diamond Street	Helberta Avenue	Pacific Coast Hwy	Regular	N	Unmarked	Parking by Permit Only everyday 8am-10am/No Parking Friday 11am-2pm	90'	5	3	3	2	2	2	2	3	3	3	3	3	3
	Diamond Street	Helberta Avenue	Pacific Coast Hwy	Red	N	Unmarked	Illegal Parking	-	-	0	2	0	0	0	0	0	0	0	0	0	0

Notes: ***OSP-001 & OSP-007 -*** *Vehicles illegally parked at the red curb during the study*

OSP-002 (Tow-Away No Parking 7:30am-3:30pm School Days Only) - *Buses occupying 2 spaces but counted as 1 occupancy from 4:00pm-6:00pm.*

B. TRAFFIC VOLUMES

Prepared by National Data & Surveying Services

Diamond St & N Francisca Ave

Peak Hour Turning Movement Count

ID: 24-020419-005
City: Redondo Beach

Day: Wednesday
Date: 12/4/2024

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 03:00 PM - 04:00 PM

COUNT PERIODS

AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 07:00 PM

SOUTHBOUND (Diamond St)

AM	15	183	7	15	231	AM
NOON	0	0	0	0	0	NOON
PM	16	169	6	3	224	PM

EASTBOUND (N Francisca Ave)

AM	NOON	PM	
26	0	28	
0	0	0	0
12	0	11	0
0	0	0	1
21	0	22	0

WESTBOUND (N Francisca Ave)

PM	NOON	AM	
14	0	0	0
0	0	0	1
4	0	1	0
0	0	0	0
7	0	12	

NORTHBOUND (Diamond St)

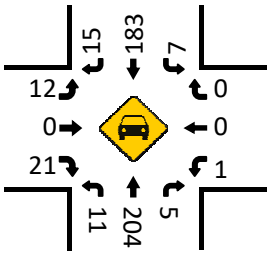
PM	198	3	12	196	1	PM
NOON	0	0	0	0	0	NOON
AM	209	4	11	204	5	AM

CONTROL

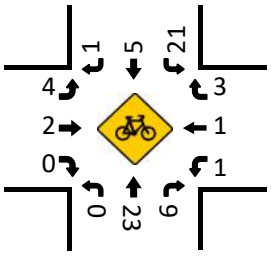
4-Way Stop

TEV	478	0	457
	AM	NOON	PM
PHF	0.67		0.69

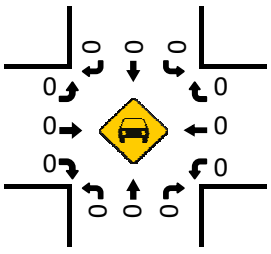
Totals (AM)



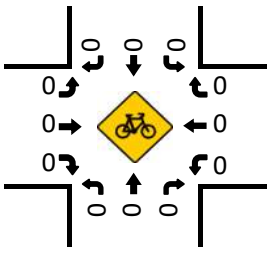
Total Bikes (AM)



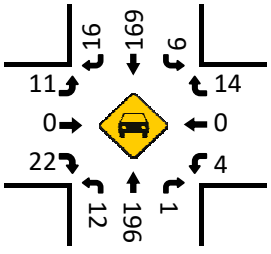
Totals (NOON)



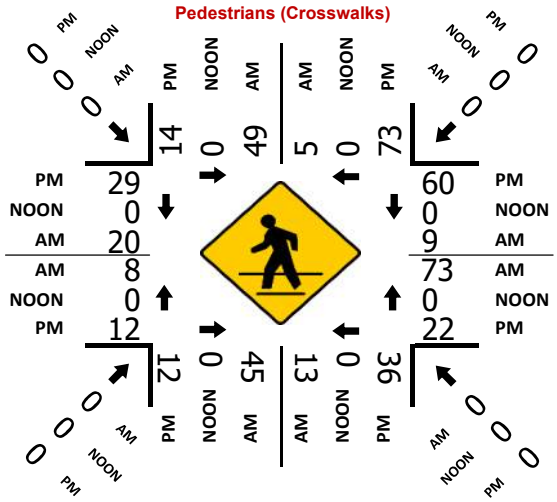
Total Bikes (NOON)



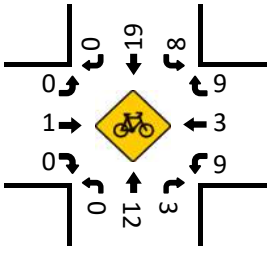
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Diamond St & N Helberta Ave

Peak Hour Turning Movement Count

ID: 24-020419-004
City: Redondo Beach

Day: Wednesday
Date: 12/4/2024

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 03:00 PM - 04:00 PM

COUNT PERIODS

AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 07:00 PM

SOUTHBOUND (Diamond St)

AM	71	198	0	3	222	AM
NOON	0	0	0	0	0	NOON
PM	43	183	0	4	221	PM

EASTBOUND (N Helberta Ave)

AM	NOON	PM	
87	0	55	
0	0	0	0
10	0	8	0
0	0	0	1
10	0	14	0

WESTBOUND (N Helberta Ave)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

NORTHBOUND (Diamond St)

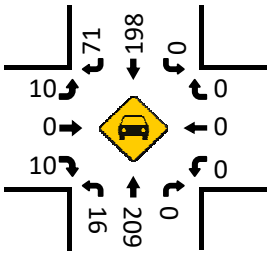
PM	198	1	12	209	0	PM
NOON	0	0	0	0	0	NOON
AM	211	3	16	209	0	AM

CONTROL

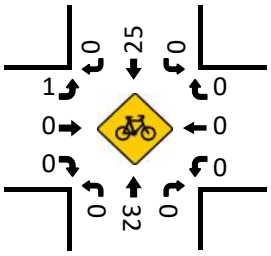
3-Way Stop(NB/SB/EB)

TEV	520	0	474
	AM	NOON	PM
PHF	0.68		0.62

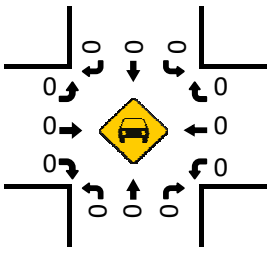
Totals (AM)



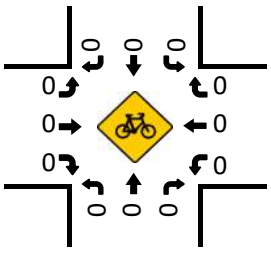
Total Bikes (AM)



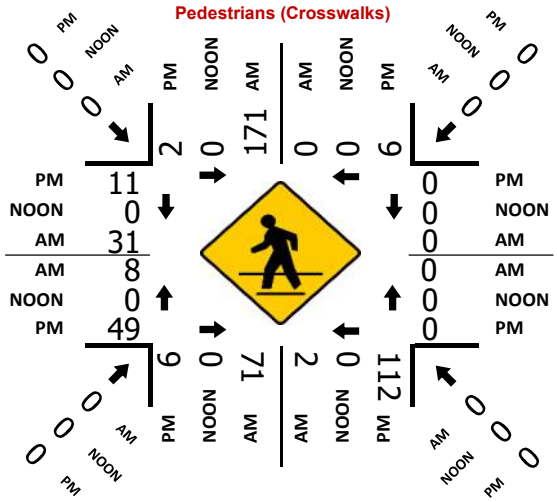
Totals (NOON)



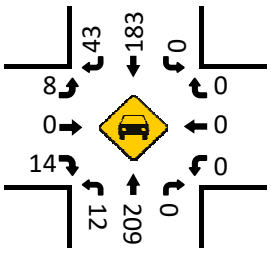
Total Bikes (NOON)



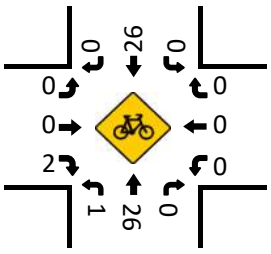
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Diamond St & Sea Hawk Way

Peak Hour Turning Movement Count

ID: 24-020419-001
City: Redondo Beach

Day: Wednesday
Date: 12/4/2024

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 03:00 PM - 04:00 PM

COUNT PERIODS

AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 07:00 PM

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	763	0	593
PHF	0.69		0.64

SOUTHBOUND (Diamond St)

	Left	Thru	Thru	Right	Total
AM	0	257	129	2	314
NOON	0	0	0	0	0
PM	0	207	70	9	239

EASTBOUND (Sea Hawk Way)

	AM	NOON	PM
Left	0	0	0
Thru	0	0	0
Right	0	0	0
Left	0	0	0
Right	0	0	0

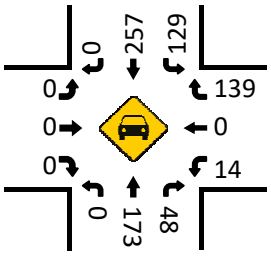
WESTBOUND (Sea Hawk Way)

	PM	NOON	AM
Left	59	0	139
Thru	0	0	0
Left	22	0	14
Right	4	0	0
Thru	122	0	177

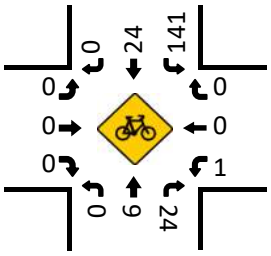
NORTHBOUND (Diamond St)

	Left	Thru	Thru	Right	Total
PM	232	3	0	171	48
NOON	0	0	0	0	0
AM	272	1	0	173	48

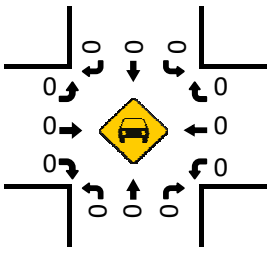
Totals (AM)



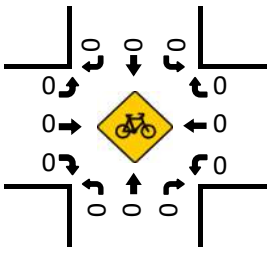
Total Bikes (AM)



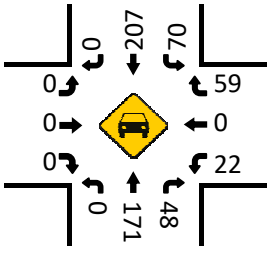
Totals (NOON)



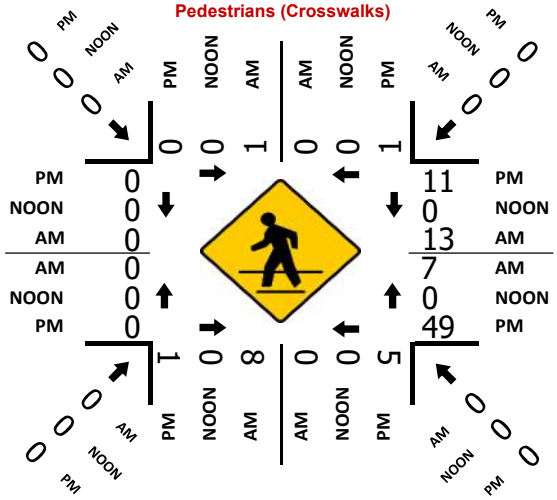
Total Bikes (NOON)



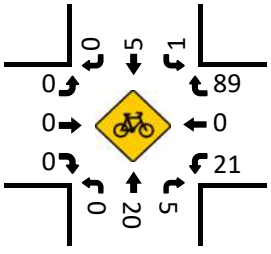
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Diamond St & Del Amo St/N Juanita Ave

Peak Hour Turning Movement Count

ID: 24-020419-003
City: Redondo Beach

Day: Wednesday
Date: 12/4/2024

PEAK HOURS
AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 03:00 PM - 04:00 PM

COUNT PERIODS
AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 07:00 PM

CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	820	0	656
PHF	0.70		0.69

SOUTHBOUND (Diamond St)

	Left	Thru	Right	U-Turn	
AM	11	201	24	0	156 AM
NOON	0	0	0	0	0 NOON
PM	15	127	17	0	129 PM

EASTBOUND (Del Amo St/N Juanita Ave)

	AM	NOON	PM	
	67	0	74	
Left	1	0	0	0
Right	5	0	9	0
Thru	72	0	46	1
U-Turn	43	0	18	0

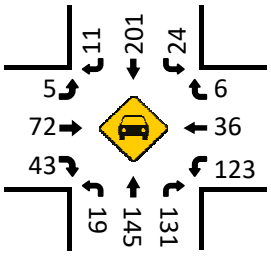
WESTBOUND (Del Amo St/N Juanita Ave)

	PM	NOON	AM	
U-Turn	20	0	6	0
Thru	50	0	36	1
Right	120	0	123	0
Left	0	0	0	0
	187	0	227	

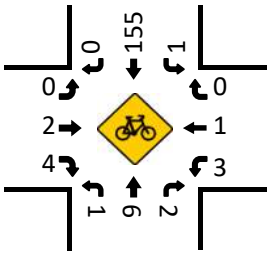
NORTHBOUND (Diamond St)

	Left	Thru	Right	U-Turn	
PM	266	1	9	100	124 PM
NOON	0	0	0	0	0 NOON
AM	370	3	19	145	131 AM

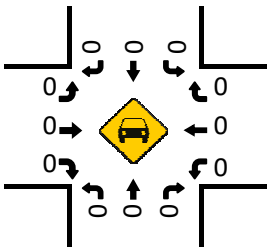
Totals (AM)



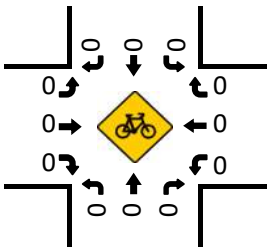
Total Bikes (AM)



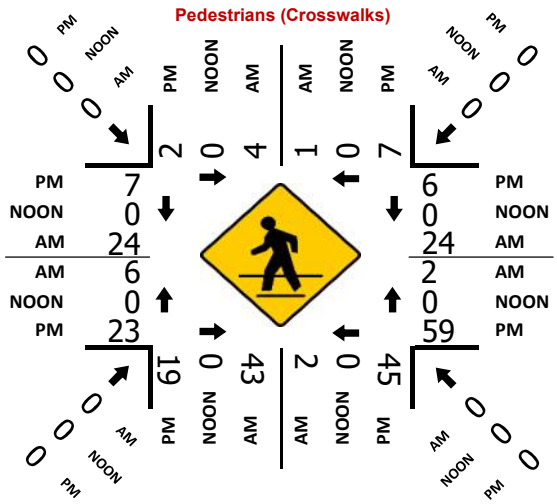
Totals (NOON)



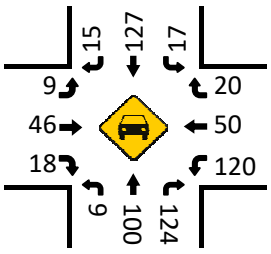
Total Bikes (NOON)



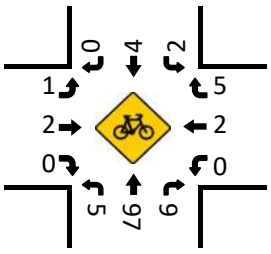
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Diamond St & N Lucia Ave

Peak Hour Turning Movement Count

ID: 24-020419-002
City: Redondo Beach

Day: Wednesday
Date: 12/4/2024

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 03:15 PM - 04:15 PM

COUNT PERIODS

AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 07:00 PM

SOUTHBOUND (Diamond St)

AM	17	221	34	0	163	AM
NOON	0	0	0	0	0	NOON
PM	10	132	12	0	174	PM

EASTBOUND (N Lucia Ave)

AM	NOON	PM		
73	0	47	⇦	
0	0	0	↶	0
9	0	12	↱	0
37	0	30	→	1
18	0	9	↴	0
AM	NOON	PM		

WESTBOUND (N Lucia Ave)

PM	NOON	AM		
				0
39	0	19	↰	1
33	0	41	←	0
6	0	2	↰	0
0	0	0	↶	
			⇨	
49	0	77		
PM	NOON	AM		

NORTHBOUND (Diamond St)

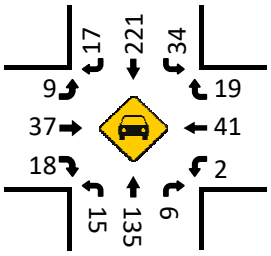
PM	148	1	4	123	7	PM
NOON	0	0	0	0	0	NOON
AM	241	0	15	135	6	AM

CONTROL

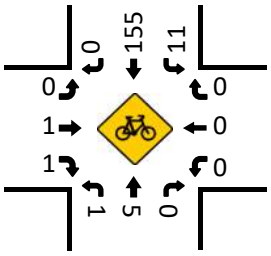
4-Way Stop

TEV	554	0	418
	AM	NOON	PM
PHF	0.65		0.64

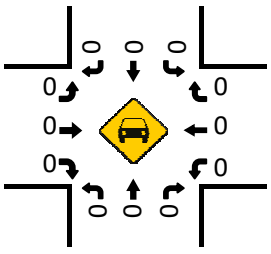
Totals (AM)



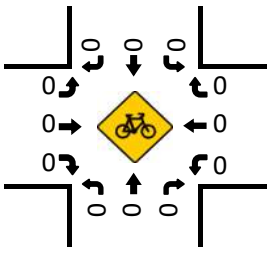
Total Bikes (AM)



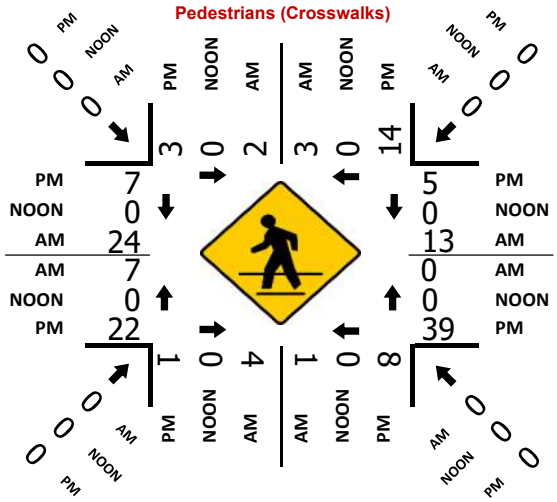
Totals (NOON)



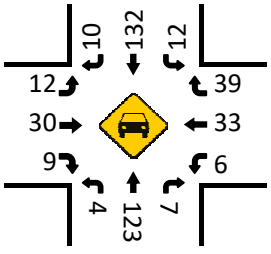
Total Bikes (NOON)



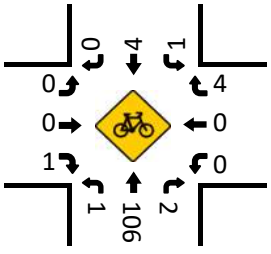
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



C. TRAVEL SPEED

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Guadalupe Ave & N Gertruda Ave

Day: Wednesday
Date: 12/4/2024

City: Redondo Beach
Project #: CA24_020421_003

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	1	3	3	0	0	0	0	0	0	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1	4	4	0	0	0	0	0	0	0	9
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	4	0	0	0	0	1	3	1	0	0	0	0	0	0	5
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	3
3:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	4
4:00	0	0	0	2	5	2	0	0	0	0	0	0	0	9	0	0	0	0	1	3	0	0	0	0	0	0	0	4	0	0	0	2	6	5	0	0	0	0	0	0	0	13
5:00	0	0	2	5	5	2	0	0	0	0	0	0	0	14	0	0	0	4	10	1	2	1	0	0	0	0	0	18	0	0	2	9	15	3	2	1	0	0	0	0	0	32
6:00	0	2	6	13	23	7	1	0	0	0	0	0	0	52	0	1	2	18	17	3	2	0	0	0	0	0	0	43	0	3	8	31	40	10	3	0	0	0	0	0	0	95
7:00	2	3	14	52	56	23	3	0	0	0	0	0	0	153	8	2	15	58	46	9	0	0	0	0	0	0	0	138	10	5	29	110	102	32	3	0	0	0	0	0	0	291
8:00	7	10	33	73	46	18	0	0	0	0	0	0	0	187	7	22	45	88	46	15	0	0	0	0	0	0	0	223	14	32	78	161	92	33	0	0	0	0	0	0	0	410
9:00	0	2	5	25	35	13	1	0	0	0	0	0	0	81	3	3	4	32	38	17	2	0	0	0	0	0	0	99	3	5	9	57	73	30	3	0	0	0	0	0	0	180
10:00	2	3	4	34	30	8	1	0	0	0	0	0	0	82	3	2	12	25	48	12	1	0	0	0	0	0	0	103	5	5	16	59	78	20	2	0	0	0	0	0	0	185
11:00	1	4	5	19	43	20	0	0	0	0	0	0	0	92	2	6	8	32	49	11	1	0	0	0	0	0	0	109	3	10	13	51	92	31	1	0	0	0	0	0	0	201
12:00	1	4	7	32	58	14	0	0	0	0	0	0	0	116	1	3	10	24	36	11	2	0	0	0	0	0	0	87	2	7	17	56	94	25	2	0	0	0	0	0	0	203
13:00	0	4	13	39	41	12	1	0	0	0	0	0	0	110	1	7	21	39	51	17	1	0	0	0	0	0	0	137	1	11	34	78	92	29	2	0	0	0	0	0	0	247
14:00	2	2	16	51	45	10	3	0	0	0	0	0	0	129	0	5	5	40	52	12	0	0	0	0	0	0	0	114	2	7	21	91	97	22	3	0	0	0	0	0	0	243
15:00	3	17	39	87	73	10	1	0	0	0	0	0	0	230	28	20	31	69	60	11	0	1	0	0	0	0	0	220	31	37	70	156	133	21	1	1	0	0	0	0	0	450
16:00	2	3	14	50	63	23	5	0	0	0	0	0	0	160	3	5	13	35	58	17	0	0	0	0	0	0	0	131	5	8	27	85	121	40	5	0	0	0	0	0	0	291
17:00	0	2	13	51	86	22	3	0	0	0	0	0	0	177	2	8	3	39	45	11	1	1	0	0	0	0	0	110	2	10	16	90	131	33	4	1	0	0	0	0	0	287
18:00	3	7	8	54	49	24	3	0	0	0	0	0	0	148	2	2	9	35	37	13	1	1	0	0	0	0	0	100	5	9	17	89	86	37	4	1	0	0	0	0	0	248
19:00	2	3	6	38	38	10	3	0	0	0	0	0	0	100	0	7	12	39	29	6	0	1	0	0	0	0	0	94	2	10	18	77	67	16	3	1	0	0	0	0	0	194
20:00	1	1	7	33	25	11	0	0	0	0	0	0	0	78	3	0	5	32	20	1	0	1	0	0	0	0	0	62	4	1	12	65	45	12	0	1	0	0	0	0	0	140
21:00	1	1	7	48	18	2	0	0	0	0	0	0	0	77	2	2	9	26	19	2	0	0	0	0	0	0	0	60	3	3	16	74	37	4	0	0	0	0	0	0	0	137
22:00	0	2	1	6	7	0	2	0	0	0	0	0	0	18	0	1	1	8	12	2	0	0	0	0	0	0	0	24	0	3	2	14	19	2	2	0	0	0	0	0	0	42
23:00	0	0	2	3	3	0	0	0	0	0	0	0	0	8	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	4	4	0	0	0	0	0	0	0	0	10
Totals	27	70	203	719	752	235	27	0	0	0	0	0	0	2,033	65	96	205	645	679	177	14	6	0	0	0	0	0	1,887	92	166	408	1,364	1,431	412	41	6	0	0	0	0	0	3,920
% of Totals	1%	3%	10%	35%	37%	12%	1%							100%	3%	5%	11%	34%	36%	9%	1%	0.32%						100%	2%	4%	10%	35%	37%	11%	1%	0.15%						100%

STATISTICS

	NORTHBOUND														SOUTHBOUND														TOTALS													
00:00 - 12:00	12	24	70	227	246	97	6	0	0	0	0	0	0	682	23	36	86	258	259	74	9	1	0	0	0	0	0	746	35	60	156	485	505	171	15	1	0	0	0	0	0	1428
%	1%	1%	3%	11%	12%	5%	0%	0%	0%	0%	0%	0%	0%	34%	1%	2%	4%	13%	13%	4%	0%	0%	0%	0%	0%	0%	0%	37%	2%	3%	8%	24%	25%	8%	1%	0%	0%	0%	0%	0%	0%	70%
Peak Hour	7:45	8:15	7:45	7:45	7:00	7:00	6:45	0:00	0:00	0:00	0:00	0:00	0:00	7:45	7:30	7:45	7:30	7:45	10:45	9:15	4:30	4:30	0:00	0:00	0:00	0:00	0:00	7:45	7:45	8:15	7:45	7:45	7:00	7:45	6:00	4:30	0:00	0:00	0:00	0:00	0:00	7:45
Peak Volume	9	11	36	83	56	23	3	0	0	0	0	0	0	215	10	23	45	104	53	21	2	1	0	0	0	0	0	237	19	33	81	187	102	35	3	1	0	0	0	0	0	452
12:00 - 24:00	15	46	133	492	506	138	21	0	0	0	0	0	0	1351	42	60	119	387	420	103	5	5	0	0	0	0	0	1141	57	106	252	879	926	241	26	5	0	0	0	0	0	2492
%	1%	2%	7%	24%	25%	7%	1%	0%	0%	0%	0%	0%	0%	66%	2%	3%	6%	19%	21%	5%	0%	0%	0%	0%	0%	0%	0%	56%	3%	5%	12%	43%	46%	12%	1%	0%	0%	0%	0%	0%	0%	123%
Peak Hour	18:45	15:15	15:00	15:00	17:00	17:45	16:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	15:00	14:45	15:15	15:00	16:15	15:45	12:00	17:15	12:00	12:00	12:00	12:00	12:00	15:00	15:00	15:15	15:15	15:00	16:15	15:45	17:45	17:15	12:00	12:00	12:00	12:00	12:00	15:00
Peak Volume	4	19	39	87	86	25	5	0	0	0	0	0	0	230	28	22	33	69	63	19	2	2	0	0	0	0	0	220	31	39	71	156	135	40	6	2	0	0	0	0	0	450
07:00 - 09:00	9	13	47	125	102	41	3	0	0	0	0	0	0	340	15	24	60	146	92	24	0	0	0	0	0	0	0	361	24	37	107	271	194	65	3	0	0	0	0	0	0	701
%	0%	1%	2%	6%	5%	2%	0%	0%	0%	0%	0%	0%	0%	17%	1%	1%	3%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	18%	1%	2%	5%	13%	10%	3%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	7:45	8:00	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:30	7:45	7:30	7:45	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	7:45	7:45	7:45	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	9	10	36	83	56	23	3	0	0	0	0	0	0	215	10	23	45	104	46	15	0	0	0	0	0	0	0	237	19	32	81	187	102	35	3	0	0	0	0	0	0	452
16:00 - 18:00	2	5	27	101	149	45	8	0	0	0	0	0	0	337	5	13	16	74	103	28	1	1	0	0	0	0	0	241	7	18	43	175	252	73	9	1	0	0	0	0	0	578
%	0%	0%	1%	5%	7%	2%	0%	0%	0%	0%	0%	0%	0%	17%	0%	1%	1%	4%	5%	1%	0%	0%	0%	0%	0%	0%	0%	12%	0%	1%	2%	9%	12%	4%	0%	0%	0%	0%	0%	0%	0%	28%
Peak Hour	16:00	16:00	16:00	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:15	16:30	16:00	16:15	16:15	16:00	17:00	16:45	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:30	16:00	16:15	16:15	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	2	3	14	55	86	23	5	0	0	0	0	0	0	177	4	9	13	40	63	17	1	1	0	0	0	0	0	140	5	12	27	95	135	40	5	1	0	0	0	0	0	307

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	25	30	30	35	38	2033
SOUTHBOUND	23	29	29	34	38	1887
TOTALS	24	30	29	35	38	3920

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Guadalupe Ave & N Gertruda Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
0:15	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
0:30	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	1	2	0	0	0	0	0	0	0	**3**
0:45	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	**2**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
4:15	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	1	1	2	0	0	0	0	0	0	0	**4**
4:30	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	2	1	0	0	0	0	0	0	**3**
4:45	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	2	0	0	0	0	0	0	**2**	0	0	0	0	0	2	2	0	0	0	0	0	0	**4**
5:00	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	2	1	0	1	0	0	0	0	0	0	**4**	0	0	0	0	3	1	1	1	0	0	0	0	0	**6**
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	2	0	1	1	0	0	0	0	0	**5**	0	0	0	0	1	2	0	1	1	0	0	0	0	**5**
5:30	0	0	1	3	1	0	0	0	0	0	0	0	0	**5**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	1	3	2	1	0	0	0	0	0	0	**7**
5:45	0	0	1	1	4	1	0	0	0	0	0	0	0	**7**	0	0	0	1	6	0	0	0	0	0	0	0	0	**7**	0	0	0	1	2	10	1	0	0	0	0	0	0	**14**
6:00	0	0	0	0	2	2	0	0	0	0	0	0	0	**4**	0	0	1	2	2	0	1	0	0	0	0	0	0	**6**	0	0	0	1	2	4	2	1	0	0	0	0	0	**10**
6:15	0	0	0	2	6	0	0	0	0	0	0	0	0	**8**	0	0	0	3	7	0	1	0	0	0	0	0	0	**11**	0	0	0	0	5	13	0	1	0	0	0	0	0	**19**
6:30	0	0	0	4	6	3	0	0	0	0	0	0	0	**13**	0	0	0	1	4	2	0	0	0	0	0	0	0	**7**	0	0	0	0	5	10	5	0	0	0	0	0	0	**20**
6:45	0	2	6	7	9	2	1	0	0	0	0	0	0	**27**	0	1	1	12	4	1	0	0	0	0	0	0	0	**19**	0	3	7	19	13	3	1	0	0	0	0	0	0	**46**
7:00	0	2	5	16	19	8	0	0	0	0	0	0	0	**50**	1	0	9	18	22	2	0	0	0	0	0	0	0	**52**	1	2	14	34	41	10	0	0	0	0	0	0	0	**102**
7:15	0	1	2	9	11	5	0	0	0	0	0	0	0	**28**	1	1	0	8	9	3	0	0	0	0	0	0	0	**22**	1	2	2	17	20	8	0	0	0	0	0	0	0	**50**
7:30	0	0	3	8	8	2	2	0	0	0	0	0	0	**23**	3	0	4	11	9	3	0	0	0	0	0	0	0	**30**	3	0	7	19	17	5	2	0	0	0	0	0	0	**53**
7:45	2	0	4	19	18	8	1	0	0	0	0	0	0	**52**	3	1	2	21	6	1	0	0	0	0	0	0	0	**34**	5	1	6	40	24	9	1	0	0	0	0	0	0	**86**
8:00	1	1	4	30	15	5	0	0	0	0	0	0	0	**56**	0	2	12	21	11	4	0	0	0	0	0	0	0	**50**	1	3	16	51	26	9	0	0	0	0	0	0	0	**106**
8:15	3	7	21	21	12	3	0	0	0	0	0	0	0	**67**	4	17	27	37	12	2	0	0	0	0	0	0	0	**99**	7	24	48	58	24	5	0	0	0	0	0	0	0	**166**
8:30	3	1	7	13	9	7	0	0	0	0	0	0	0	**40**	3	3	4	25	14	5	0	0	0	0	0	0	0	**54**	6	4	11	38	23	12	0	0	0	0	0	0	0	**94**
8:45	0	1	1	9	10	3	0	0	0	0	0	0	0	**24**	0	0	2	5	9	4	0	0	0	0	0	0	0	**20**	0	1	3	14	19	7	0	0	0	0	0	0	0	**44**
9:00	0	2	1	6	11	2	0	0	0	0	0	0	0	**22**	2	2	3	13	13	0	0	0	0	0	0	0	0	**33**	2	4	4	19	24	2	0	0	0	0	0	0	0	**55**
9:15	0	0	2	8	11	4	0	0	0	0	0	0	0	**25**	0	0	0	5	7	5	2	0	0	0	0	0	0	**19**	0	0	2	13	18	9	2	0	0	0	0	0	0	**44**
9:30	0	0	1	5	10	5	1	0	0	0	0	0	0	**22**	0	1	0	5	7	6	0	0	0	0	0	0	0	**19**	0	1	1	10	17	11	1	0	0	0	0	0	0	**41**
9:45	0	0	1	6	3	2	0	0	0	0	0	0	0	**12**	1	0	1	9	11	6	0	0	0	0	0	0	0	**28**	1	0	2	15	14	8	0	0	0	0	0	0	0	**40**
10:00	0	0	0	8	6	1	0	0	0	0	0	0	0	**15**	1	0	1	4	7	4	0	0	0	0	0	0	0	**17**	1	0	1	12	13	5	0	0	0	0	0	0	0	**32**
10:15	0	2	1	10	7	5	0	0	0	0	0	0	0	**25**	1	1	5	4	9	3	0	0	0	0	0	0	0	**23**	1	3	6	14	16	8	0	0	0	0	0	0	0	**48**
10:30	2	1	1	5	12	1	1	0	0	0	0	0	0	**23**	1	0	2	9	15	2	0	0	0	0	0	0	0	**29**	3	1	3	14	27	3	1	0	0	0	0	0	0	**52**
10:45	0	0	2	11	5	1	0	0	0	0	0	0	0	**19**	0	1	4	8	17	3	1	0	0	0	0	0	0	**34**	0	1	6	19	22	4	1	0	0	0	0	0	0	**53**
11:00	0	3	1	6	9	6	0	0	0	0	0	0	0	**25**	1	2	2	10	6	0	0	0	0	0	0	0	0	**21**	1	5	3	16	15	6	0	0	0	0	0	0	0	**46**
11:15	0	0	1	5	3	5	0	0	0	0	0	0	0	**14**	1	0	1	4	13	2	1	0	0	0	0	0	0	**22**	1	0	2	9	16	7	1	0	0	0	0	0	0	**36**
11:30	1	0	0	4	15	5	0	0	0	0	0	0	0	**25**	0	3	3	10	17	4	0	0	0	0	0	0	0	**37**	1	3	3	14	32	9	0	0	0	0	0	0	0	**62**
11:45	0	1	3	4	16	4	0	0	0	0	0	0	0	**28**	0	1	2	8	13	5	0	0	0	0	0	0	0	**29**	0	2	5	12	29	9	0	0	0	0	0	0	0	**57**

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Guadalupe Ave & N Gertruda Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	0	4	12	6	0	0	0	0	0	0	0	**22**	0	1	2	7	9	1	1	0	0	0	0	0	0	**21**	0	1	2	11	21	7	1	0	0	0	0	0	0	**43**
12:15	0	0	1	8	10	3	0	0	0	0	0	0	0	**22**	0	0	4	3	7	2	1	0	0	0	0	0	0	**17**	0	0	5	11	17	5	1	0	0	0	0	0	0	**39**
12:30	1	1	1	10	10	4	0	0	0	0	0	0	0	**27**	1	0	3	7	7	6	0	0	0	0	0	0	0	**24**	2	1	4	17	17	10	0	0	0	0	0	0	0	**51**
12:45	0	3	5	10	26	1	0	0	0	0	0	0	0	**45**	0	2	1	7	13	2	0	0	0	0	0	0	0	**25**	0	5	6	17	39	3	0	0	0	0	0	0	0	**70**
13:00	0	2	8	12	8	3	0	0	0	0	0	0	0	**33**	0	2	12	16	10	4	0	0	0	0	0	0	0	**44**	0	4	20	28	18	7	0	0	0	0	0	0	0	**77**
13:15	0	1	1	8	14	2	0	0	0	0	0	0	0	**26**	1	4	2	7	13	5	0	0	0	0	0	0	0	**32**	1	5	3	15	27	7	0	0	0	0	0	0	0	**58**
13:30	0	1	1	16	8	4	0	0	0	0	0	0	0	**30**	0	1	4	8	16	4	1	0	0	0	0	0	0	**34**	0	2	5	24	24	8	1	0	0	0	0	0	0	**64**
13:45	0	0	3	3	11	3	1	0	0	0	0	0	0	**21**	0	0	3	8	12	4	0	0	0	0	0	0	0	**27**	0	0	6	11	23	7	1	0	0	0	0	0	0	**48**
14:00	0	1	3	18	15	3	0	0	0	0	0	0	0	**40**	0	2	0	7	14	2	0	0	0	0	0	0	0	**25**	0	3	3	25	29	5	0	0	0	0	0	0	0	**65**
14:15	2	0	2	13	10	6	2	0	0	0	0	0	0	**35**	0	0	4	13	14	2	0	0	0	0	0	0	0	**33**	2	0	6	26	24	8	2	0	0	0	0	0	0	**68**
14:30	0	0	9	9	10	1	1	0	0	0	0	0	0	**30**	0	1	0	9	14	5	0	0	0	0	0	0	0	**29**	0	1	9	18	24	6	1	0	0	0	0	0	0	**59**
14:45	0	1	2	11	10	0	0	0	0	0	0	0	0	**24**	0	2	1	11	10	3	0	0	0	0	0	0	0	**27**	0	3	3	22	20	3	0	0	0	0	0	0	0	**51**
15:00	1	0	6	15	18	1	0	0	0	0	0	0	0	**41**	1	1	2	8	22	4	0	0	0	0	0	0	0	**38**	2	1	8	23	40	5	0	0	0	0	0	0	0	**79**
15:15	0	5	7	21	19	5	0	0	0	0	0	0	0	**57**	1	3	4	16	8	2	0	1	0	0	0	0	0	**35**	1	8	11	37	27	7	0	1	0	0	0	0	0	**92**
15:30	2	9	20	35	12	2	1	0	0	0	0	0	0	**81**	25	16	22	25	15	0	0	0	0	0	0	0	0	**103**	27	25	42	60	27	2	1	0	0	0	0	0	0	**184**
15:45	0	3	6	16	24	2	0	0	0	0	0	0	0	**51**	1	0	3	20	15	5	0	0	0	0	0	0	0	**44**	1	3	9	36	39	7	0	0	0	0	0	0	0	**95**
16:00	1	2	5	9	13	8	0	0	0	0	0	0	0	**38**	1	1	4	7	14	4	0	0	0	0	0	0	0	**31**	2	3	9	16	27	12	0	0	0	0	0	0	0	**69**
16:15	0	0	4	10	18	6	2	0	0	0	0	0	0	**40**	0	0	3	8	15	8	0	0	0	0	0	0	0	**34**	0	0	7	18	33	14	2	0	0	0	0	0	0	**74**
16:30	1	0	1	18	17	5	2	0	0	0	0	0	0	**44**	2	2	2	8	13	2	0	0	0	0	0	0	0	**29**	3	2	3	26	30	7	2	0	0	0	0	0	0	**73**
16:45	0	1	4	13	15	4	1	0	0	0	0	0	0	**38**	0	2	4	12	16	3	0	0	0	0	0	0	0	**37**	0	3	8	25	31	7	1	0	0	0	0	0	0	**75**
17:00	0	2	1	14	22	6	0	0	0	0	0	0	0	**45**	2	3	1	12	19	3	0	0	0	0	0	0	0	**40**	2	5	2	26	41	9	0	0	0	0	0	0	0	**85**
17:15	0	0	5	10	24	5	1	0	0	0	0	0	0	**45**	0	2	1	7	9	3	0	0	0	0	0	0	0	**22**	0	2	6	17	33	8	1	0	0	0	0	0	0	**67**
17:30	0	0	2	15	20	4	0	0	0	0	0	0	0	**41**	0	1	0	9	9	2	0	1	0	0	0	0	0	**22**	0	1	2	24	29	6	0	1	0	0	0	0	0	**63**
17:45	0	0	5	12	20	7	2	0	0	0	0	0	0	**46**	0	2	1	11	8	3	1	0	0	0	0	0	0	**26**	0	2	6	23	28	10	3	0	0	0	0	0	0	**72**
18:00	0	3	1	14	18	8	1	0	0	0	0	0	0	**45**	0	1	3	9	15	5	0	1	0	0	0	0	0	**34**	0	4	4	23	33	13	1	1	0	0	0	0	0	**79**
18:15	0	2	2	15	14	5	1	0	0	0	0	0	0	**39**	1	1	0	10	6	3	0	0	0	0	0	0	0	**21**	1	3	2	25	20	8	1	0	0	0	0	0	0	**60**
18:30	1	0	3	15	8	5	0	0	0	0	0	0	0	**32**	0	0	3	5	7	2	1	0	0	0	0	0	0	**18**	1	0	6	20	15	7	1	0	0	0	0	0	0	**50**
18:45	2	2	2	10	9	6	1	0	0	0	0	0	0	**32**	1	0	3	11	9	3	0	0	0	0	0	0	0	**27**	3	2	5	21	18	9	1	0	0	0	0	0	0	**59**
19:00	0	1	2	11	10	3	0	0	0	0	0	0	0	**27**	0	0	2	7	8	2	0	0	0	0	0	0	0	**19**	0	1	4	18	18	5	0	0	0	0	0	0	0	**46**
19:15	0	0	2	10	9	3	0	0	0	0	0	0	0	**24**	0	0	3	11	7	0	0	1	0	0	0	0	0	**22**	0	0	5	21	16	3	0	1	0	0	0	0	0	**46**
19:30	2	2	0	8	11	3	2	0	0	0	0	0	0	**28**	0	6	6	10	6	2	0	0	0	0	0	0	0	**30**	2	8	6	18	17	5	2	0	0	0	0	0	0	**58**
19:45	0	0	2	9	8	1	1	0	0	0	0	0	0	**21**	0	1	1	11	8	2	0	0	0	0	0	0	0	**23**	0	1	3	20	16	3	1	0	0	0	0	0	0	**44**
20:00	1	0	1	4	7	2	0	0	0	0	0	0	0	**15**	0	0	0	10	3	1	0	0	0	0	0	0	0	**14**	1	0	1	14	10	3	0	0	0	0	0	0	0	**29**
20:15	0	0	2	8	4	6	0	0	0	0	0	0	0	**20**	2	0	1	6	4	0	0	0	0	0	0	0	0	**13**	2	0	3	14	8	6	0	0	0	0	0	0	0	**33**
20:30	0	1	3	6	9	2	0	0	0	0	0	0	0	**21**	0	0	0	5	6	0	0	0	0	0	0	0	0	**11**	0	1	3	11	15	2	0	0	0	0	0	0	0	**32**
20:45	0	0	1	15	5	1	0	0	0	0	0	0	0	**22**	1	0	4	11	7	0	0	1	0	0	0	0	0	**24**	1	0	5	26	12	1	0	1	0	0	0	0	0	**46**
21:00	0	0	2	9	2	0	0	0	0	0	0	0	0	**13**	0	1	1	6	5	0	0	0	0	0	0	0	0	**13**	0	1	3	15	7	0	0	0	0	0	0	0	0	**26**
21:15	1	0	1	12	3	0	0	0	0	0	0	0	0	**17**	1	1	5	12	5	1	0	0	0	0	0	0	0	**25**	2	1	6	24	8	1	0	0	0	0	0	0	0	**42**
21:30	0	1	3	15	7	2	0	0	0	0	0	0	0	**28**	1	0	1	7	6	1	0	0	0	0	0	0	0	**16**	1	1	4	22	13	3	0	0	0	0	0	0	0	**44**
21:45	0	0	1	12	6	0	0	0	0	0	0	0	0	**19**	0	0	2	1	3	0	0	0	0	0	0	0	0	**6**	0	0	3	13	9	0	0	0	0	0	0	0	0	**25**
22:00	0	1	0	3	3	0	0	0	0	0	0	0	0	**7**	0	1	1	3	2	2	0	0	0	0	0	0	0	**9**	0	2	1	6	5	2	0	0	0	0	0	0	0	**16**
22:15	0	0	0	2	2	0	1	0	0	0	0	0	0	**5**	0	0	0	3	6	0	0	0	0	0	0	0	0	**9**	0	0	0	5	8	0	1	0	0	0	0	0	0	**14**
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	3	0	0	0	0	0	0	0	0	**5**	0	1	1	2	3	0	0	0	0	0	0	0	0	**7**
22:45	0	0	0	1	2	0	1	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	3	0	1	0	0	0	0	0	0	**5**
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
23:15	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
23:30	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
Totals	**27**	**70**	**203**	**719**	**752**	**235**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**2,033**	**65**	**96**	**205**	**645**	**679**	**177**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**1,887**	**92**	**166**	**408**	**1,364**	**1,431**	**412**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**3,920**
% of Totals	1%	3%	10%	35%	37%	12%	1%	0%	0%	0%	0%	0%	0%	**100%**	3%	5%	11%	34%	36%	9%	1%	0%	0%	0%	0%	0%	0%	**100%**	2%	4%	10%	35%	37%	11%	1%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Irena Ave & Del Amo St/N Juanita Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_002

HOURLY BREAKDOWN

Time	NORTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	SOUTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	TOTALS 5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	3	2	0	0	0	0	0	0	0	**5**	0	0	1	0	1	0	1	0	0	0	0	0	0	**3**	0	0	1	0	4	2	1	0	0	0	0	0	0	**8**
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	2	0	0	1	2	1	0	0	0	0	0	0	0	**6**	2	0	0	1	3	1	0	0	0	0	0	0	0	**7**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
4:00	0	0	2	0	3	0	0	0	0	0	0	0	0	**5**	0	0	2	2	4	0	0	0	0	0	0	0	0	**8**	0	0	4	2	7	0	0	0	0	0	0	0	0	**13**
5:00	0	0	1	5	7	1	1	0	0	0	0	0	0	**15**	0	1	2	13	7	2	2	0	0	0	0	0	0	**27**	0	1	3	18	14	3	3	0	0	0	0	0	0	**42**
6:00	0	3	12	10	18	2	0	0	0	0	0	0	0	**45**	1	0	12	34	18	2	1	0	0	0	0	0	0	**68**	1	3	24	44	36	4	1	0	0	0	0	0	0	**113**
7:00	0	13	47	72	50	14	1	0	0	0	0	0	0	**197**	9	8	35	108	47	11	0	0	0	0	0	0	0	**218**	9	21	82	180	97	25	1	0	0	0	0	0	0	**415**
8:00	8	40	93	83	45	6	0	0	0	0	0	0	0	**275**	25	58	122	98	42	4	0	0	0	0	0	0	0	**349**	33	98	215	181	87	10	0	0	0	0	0	0	0	**624**
9:00	0	7	11	31	31	10	3	0	0	0	0	0	0	**93**	2	7	10	44	35	4	3	0	0	0	0	0	0	**105**	2	14	21	75	66	14	6	0	0	0	0	0	0	**198**
10:00	1	13	21	28	38	4	0	0	0	0	0	0	0	**105**	3	8	18	52	45	5	2	0	0	0	0	0	0	**133**	4	21	39	80	83	9	2	0	0	0	0	0	0	**238**
11:00	1	6	11	31	47	5	0	0	0	0	0	0	0	**101**	1	3	17	51	33	9	0	0	0	0	0	0	0	**114**	2	9	28	82	80	14	0	0	0	0	0	0	0	**215**
12:00	3	13	14	43	49	8	0	0	0	0	0	0	0	**130**	1	3	15	54	28	6	0	0	0	0	0	0	0	**107**	4	16	29	97	77	14	0	0	0	0	0	0	0	**237**
13:00	0	8	29	58	43	5	2	0	0	0	0	0	0	**145**	5	10	24	53	36	7	0	0	0	0	0	0	0	**135**	5	18	53	111	79	12	2	0	0	0	0	0	0	**280**
14:00	0	6	13	68	36	11	0	0	0	0	0	0	0	**134**	0	5	26	60	25	8	0	0	0	0	0	0	0	**124**	0	11	39	128	61	19	0	0	0	0	0	0	0	**258**
15:00	19	23	51	85	46	8	1	0	0	0	0	0	0	**233**	21	27	71	99	46	4	0	0	0	0	0	0	0	**268**	40	50	122	184	92	12	1	0	0	0	0	0	0	**501**
16:00	2	5	35	67	52	17	1	0	0	0	0	0	0	**179**	2	11	29	81	45	4	0	0	0	0	0	0	0	**172**	4	16	64	148	97	21	1	0	0	0	0	0	0	**351**
17:00	1	8	39	77	51	6	2	0	0	0	0	0	0	**184**	5	14	48	79	29	3	0	0	0	0	0	0	0	**178**	6	22	87	156	80	9	2	0	0	0	0	0	0	**362**
18:00	2	9	45	64	30	12	0	0	0	0	0	0	0	**162**	7	20	37	75	25	2	0	0	0	0	0	0	0	**166**	9	29	82	139	55	14	0	0	0	0	0	0	0	**328**
19:00	5	22	30	32	25	5	0	0	0	0	0	0	0	**119**	10	21	32	52	11	2	0	0	0	0	0	0	0	**128**	15	43	62	84	36	7	0	0	0	0	0	0	0	**247**
20:00	0	8	23	32	26	4	0	0	0	0	0	0	0	**93**	3	7	22	27	10	1	0	0	0	0	0	0	0	**70**	3	15	45	59	36	5	0	0	0	0	0	0	0	**163**
21:00	0	8	33	79	28	3	0	0	0	0	0	0	0	**151**	3	3	15	18	9	1	0	0	0	0	0	0	0	**49**	3	11	48	97	37	4	0	0	0	0	0	0	0	**200**
22:00	0	4	4	19	4	1	1	0	0	0	0	0	0	**33**	1	2	3	17	7	0	0	0	0	0	0	0	0	**30**	1	6	7	36	11	1	1	0	0	0	0	0	0	**63**
23:00	0	0	4	2	2	0	0	0	0	0	0	0	0	**8**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	5	2	3	0	0	0	0	0	0	0	0	**10**
Totals	**42**	**196**	**519**	**887**	**635**	**124**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**2,415**	**101**	**208**	**543**	**1,018**	**507**	**77**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**2,463**	**143**	**404**	**1,062**	**1,905**	**1,142**	**201**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**4,878**
% of Totals	2%	8%	21%	37%	26%	5%	0%							100%	4%	8%	22%	41%	21%	3%	0%							100%	3%	8%	22%	39%	23%	4%	0%						100%

STATISTICS

00:00 - 12:00	10	82	199	261	243	44	5	0	0	0	0	0	0	844	43	85	220	403	235	39	9	0	0	0	0	0	0	1034	53	167	419	664	478	83	14	0	0	0	0	0	0	1878
%	0%	3%	8%	11%	10%	2%	0%	0%	0%	0%	0%	0%	0%	35%	2%	4%	9%	17%	10%	2%	0%	0%	0%	0%	0%	0%	0%	43%	2%	7%	17%	27%	20%	3%	1%	0%	0%	0%	0%	0%	0%	78%
Peak Hour	7:45	7:45	7:45	7:45	7:00	7:15	8:45	0:00	0:00	0:00	0:00	0:00	0:00	7:45	7:45	8:00	7:45	7:45	6:45	7:00	9:30	0:00	0:00	0:00	0:00	0:00	0:00	7:45	7:45	8:00	7:45	7:45	7:00	7:15	9:00	0:00	0:00	0:00	0:00	0:00	0:00	7:45
Peak Volume	8	41	95	98	50	15	3	0	0	0	0	0	0	298	25	58	130	111	49	11	4	0	0	0	0	0	0	369	33	98	225	209	97	26	6	0	0	0	0	0	0	667
12:00 - 24:00	32	114	320	626	392	80	7	0	0	0	0	0	0	1571	58	123	323	615	272	38	0	0	0	0	0	0	0	1429	90	237	643	1241	664	118	7	0	0	0	0	0	0	3000
%	1%	5%	13%	26%	16%	3%	0%	0%	0%	0%	0%	0%	0%	65%	2%	5%	13%	25%	11%	2%	0%	0%	0%	0%	0%	0%	0%	59%	4%	10%	27%	51%	27%	5%	0%	0%	0%	0%	0%	0%	0%	124%
Peak Hour	15:00	15:00	18:30	15:15	16:15	16:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	15:00	18:45	14:45	15:00	15:45	13:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	15:00	18:45	15:00	15:15	15:45	14:15	13:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00
Peak Volume	19	23	53	94	59	17	2	0	0	0	0	0	0	244	21	31	71	99	49	10	0	0	0	0	0	0	0	268	40	52	122	189	105	21	2	0	0	0	0	0	0	501
07:00 - 09:00	8	53	140	155	95	20	1	0	0	0	0	0	0	472	34	66	157	206	89	15	0	0	0	0	0	0	0	567	42	119	297	361	184	35	1	0	0	0	0	0	0	1039
%	0%	2%	6%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	20%	1%	3%	7%	9%	4%	1%	0%	0%	0%	0%	0%	0%	0%	23%	2%	5%	12%	15%	8%	1%	0%	0%	0%	0%	0%	0%	0%	43%
Peak Hour	7:45	7:45	7:45	7:45	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	8:00	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	8:00	7:45	7:45	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	8	41	95	98	50	15	1	0	0	0	0	0	0	298	25	58	130	111	47	11	0	0	0	0	0	0	0	369	33	98	225	209	97	26	1	0	0	0	0	0	0	667
16:00 - 18:00	3	13	74	144	103	23	3	0	0	0	0	0	0	363	7	25	77	160	74	7	0	0	0	0	0	0	0	350	10	38	151	304	177	30	3	0	0	0	0	0	0	713
%	0%	1%	3%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	15%	0%	1%	3%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	2%	6%	13%	7%	1%	0%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	16:30	16:30	16:45	17:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:45	16:45	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:30	16:30	17:00	16:30	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	3	10	46	77	59	17	2	0	0	0	0	0	0	197	5	16	48	84	45	4	0	0	0	0	0	0	0	178	7	25	87	158	102	21	2	0	0	0	0	0	0	370

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	21	28	27	33	36	2415
SOUTHBOUND	21	27	26	32	35	2463
TOTALS	21	27	27	33	35	4878

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Irena Ave & Del Amo St/N Juanita Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
0:15	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
0:30	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	1	0	0	0	0	0	0	**2**	0	0	1	0	1	1	1	0	0	0	0	0	0	**4**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	1	0	0	0	0	0	0	0	**3**	2	0	0	0	0	1	0	0	0	0	0	0	0	**3**
1:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**
4:30	0	0	0	0	3	0	0	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	4	0	0	0	0	0	0	0	0	**4**
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	2	0	2	0	0	0	0	0	0	0	0	**4**	0	0	2	0	2	0	0	0	0	0	0	0	0	**4**
5:00	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**	0	0	1	2	0	0	1	0	0	0	0	0	0	**4**	0	0	1	3	1	0	2	0	0	0	0	0	0	**7**
5:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	2	1	1	1	0	0	0	0	0	0	**5**	0	0	0	2	2	1	1	0	0	0	0	0	0	**6**
5:30	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	3	0	0	0	0	0	0	0	0	0	**3**	0	0	0	4	2	0	0	0	0	0	0	0	0	**6**
5:45	0	0	1	3	3	1	0	0	0	0	0	0	0	**8**	0	1	1	6	6	1	0	0	0	0	0	0	0	**15**	0	1	2	9	9	2	0	0	0	0	0	0	0	**23**
6:00	0	0	1	1	2	1	0	0	0	0	0	0	0	**5**	0	0	1	5	1	0	1	0	0	0	0	0	0	**8**	0	0	2	6	3	1	1	0	0	0	0	0	0	**13**
6:15	0	1	0	2	5	0	0	0	0	0	0	0	0	**8**	0	0	2	8	1	1	0	0	0	0	0	0	0	**12**	0	1	2	10	6	1	0	0	0	0	0	0	0	**20**
6:30	0	1	4	2	4	1	0	0	0	0	0	0	0	**12**	0	0	1	6	4	0	0	0	0	0	0	0	0	**11**	0	1	5	8	8	1	0	0	0	0	0	0	0	**23**
6:45	0	1	7	5	7	0	0	0	0	0	0	0	0	**20**	1	0	8	15	12	1	0	0	0	0	0	0	0	**37**	1	1	15	20	19	1	0	0	0	0	0	0	0	**57**
7:00	0	5	30	29	14	0	0	0	0	0	0	0	0	**78**	3	4	17	49	16	2	0	0	0	0	0	0	0	**91**	3	9	47	78	30	2	0	0	0	0	0	0	0	**169**
7:15	0	3	9	8	11	3	0	0	0	0	0	0	0	**34**	4	1	3	22	11	3	0	0	0	0	0	0	0	**44**	4	4	12	30	22	6	0	0	0	0	0	0	0	**78**
7:30	0	1	4	9	10	5	0	0	0	0	0	0	0	**29**	0	1	4	15	10	4	0	0	0	0	0	0	0	**34**	0	2	8	24	20	9	0	0	0	0	0	0	0	**63**
7:45	0	4	4	26	15	6	1	0	0	0	0	0	0	**56**	2	2	11	22	10	2	0	0	0	0	0	0	0	**49**	2	6	15	48	25	8	1	0	0	0	0	0	0	**105**
8:00	0	5	30	30	10	1	0	0	0	0	0	0	0	**76**	6	21	56	36	13	2	0	0	0	0	0	0	0	**134**	6	26	86	66	23	3	0	0	0	0	0	0	0	**210**
8:15	7	27	45	21	9	0	0	0	0	0	0	0	0	**109**	13	23	53	29	11	0	0	0	0	0	0	0	0	**129**	20	50	98	50	20	0	0	0	0	0	0	0	0	**238**
8:30	1	5	16	21	11	3	0	0	0	0	0	0	0	**57**	4	8	10	24	9	2	0	0	0	0	0	0	0	**57**	5	13	26	45	20	5	0	0	0	0	0	0	0	**114**
8:45	0	3	2	11	15	2	0	0	0	0	0	0	0	**33**	2	6	3	9	9	0	0	0	0	0	0	0	0	**29**	2	9	5	20	24	2	0	0	0	0	0	0	0	**62**
9:00	0	4	5	6	9	2	0	0	0	0	0	0	0	**26**	1	2	6	12	6	0	0	0	0	0	0	0	0	**27**	1	6	11	18	15	2	0	0	0	0	0	0	0	**53**
9:15	0	0	1	12	11	3	2	0	0	0	0	0	0	**29**	0	0	0	11	10	0	0	0	0	0	0	0	0	**21**	0	0	1	23	21	3	2	0	0	0	0	0	0	**50**
9:30	0	2	2	7	8	4	1	0	0	0	0	0	0	**24**	0	3	3	7	9	1	1	0	0	0	0	0	0	**24**	0	5	5	14	17	5	2	0	0	0	0	0	0	**48**
9:45	0	1	3	6	3	1	0	0	0	0	0	0	0	**14**	1	2	1	14	10	3	2	0	0	0	0	0	0	**33**	1	3	4	20	13	4	2	0	0	0	0	0	0	**47**
10:00	0	3	4	7	8	1	0	0	0	0	0	0	0	**23**	1	2	3	9	10	0	0	0	0	0	0	0	0	**25**	1	5	7	16	18	1	0	0	0	0	0	0	0	**48**
10:15	1	1	5	8	10	2	0	0	0	0	0	0	0	**27**	0	3	5	13	11	3	1	0	0	0	0	0	0	**36**	1	4	10	21	21	5	1	0	0	0	0	0	0	**63**
10:30	0	5	5	8	11	0	0	0	0	0	0	0	0	**29**	2	2	4	17	10	1	1	0	0	0	0	0	0	**37**	2	7	9	25	21	1	1	0	0	0	0	0	0	**66**
10:45	0	4	7	5	9	1	0	0	0	0	0	0	0	**26**	0	1	6	13	14	1	0	0	0	0	0	0	0	**35**	0	5	13	18	23	2	0	0	0	0	0	0	0	**61**
11:00	0	2	3	4	17	1	0	0	0	0	0	0	0	**27**	0	0	4	10	6	0	0	0	0	0	0	0	0	**20**	0	2	7	14	23	1	0	0	0	0	0	0	0	**47**
11:15	0	0	2	9	5	0	0	0	0	0	0	0	0	**16**	0	1	3	10	11	2	0	0	0	0	0	0	0	**27**	0	1	5	19	16	2	0	0	0	0	0	0	0	**43**
11:30	1	3	3	4	14	1	0	0	0	0	0	0	0	**26**	1	1	8	17	7	4	0	0	0	0	0	0	0	**38**	2	4	11	21	21	5	0	0	0	0	0	0	0	**64**
11:45	0	1	3	14	11	3	0	0	0	0	0	0	0	**32**	0	1	2	14	9	3	0	0	0	0	0	0	0	**29**	0	2	5	28	20	6	0	0	0	0	0	0	0	**61**

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Irena Ave & Del Amo St/N Juanita Ave

Day: Wednesday
Date: 12/4/2024

City: Redondo Beach
Project #: CA24_020421_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	1	2	1	8	13	3	0	0	0	0	0	0	0	28	1	1	3	10	7	2	0	0	0	0	0	0	0	24	2	3	4	18	20	5	0	0	0	0	0	0	0	52
12:15	0	3	1	8	11	2	0	0	0	0	0	0	0	25	0	0	3	12	3	2	0	0	0	0	0	0	0	20	0	3	4	20	14	4	0	0	0	0	0	0	0	45
12:30	0	3	9	13	4	1	0	0	0	0	0	0	0	30	0	1	5	19	6	1	0	0	0	0	0	0	0	32	0	4	14	32	10	2	0	0	0	0	0	0	0	62
12:45	2	5	3	14	21	2	0	0	0	0	0	0	0	47	0	1	4	13	12	1	0	0	0	0	0	0	0	31	2	6	7	27	33	3	0	0	0	0	0	0	0	78
13:00	0	3	9	25	13	2	0	0	0	0	0	0	0	52	0	4	6	17	12	3	0	0	0	0	0	0	0	42	0	7	15	42	25	5	0	0	0	0	0	0	0	94
13:15	0	0	6	12	7	1	0	0	0	0	0	0	0	26	2	4	4	10	13	1	0	0	0	0	0	0	0	34	2	4	10	22	20	2	0	0	0	0	0	0	0	60
13:30	0	2	9	13	14	2	0	0	0	0	0	0	0	40	1	1	9	9	6	1	0	0	0	0	0	0	0	27	1	3	18	22	20	3	0	0	0	0	0	0	0	67
13:45	0	3	5	8	9	0	2	0	0	0	0	0	0	27	2	1	5	17	5	2	0	0	0	0	0	0	0	32	2	4	10	25	14	2	2	0	0	0	0	0	0	59
14:00	0	2	2	23	10	2	0	0	0	0	0	0	0	39	0	2	7	11	4	1	0	0	0	0	0	0	0	25	0	4	9	34	14	3	0	0	0	0	0	0	0	64
14:15	0	1	4	12	9	5	0	0	0	0	0	0	0	31	0	1	2	16	5	4	0	0	0	0	0	0	0	28	0	2	6	28	14	9	0	0	0	0	0	0	0	59
14:30	0	1	2	18	11	3	0	0	0	0	0	0	0	35	0	1	8	15	10	3	0	0	0	0	0	0	0	37	0	2	10	33	21	6	0	0	0	0	0	0	0	72
14:45	0	2	5	15	6	1	0	0	0	0	0	0	0	29	0	1	9	18	6	0	0	0	0	0	0	0	0	34	0	3	14	33	12	1	0	0	0	0	0	0	0	63
15:00	1	1	6	14	6	3	0	0	0	0	0	0	0	31	1	0	12	25	18	2	0	0	0	0	0	0	0	58	2	1	18	39	24	5	0	0	0	0	0	0	0	89
15:15	0	1	6	17	11	3	1	0	0	0	0	0	0	39	4	11	26	29	10	0	0	0	0	0	0	0	0	80	4	12	32	46	21	3	1	0	0	0	0	0	0	119
15:30	15	18	29	36	13	0	0	0	0	0	0	0	0	111	15	15	24	25	8	0	0	0	0	0	0	0	0	87	30	33	53	61	21	0	0	0	0	0	0	0	0	198
15:45	3	3	10	18	16	2	0	0	0	0	0	0	0	52	1	1	9	20	10	2	0	0	0	0	0	0	0	43	4	4	19	38	26	4	0	0	0	0	0	0	0	95
16:00	0	0	5	23	9	4	0	0	0	0	0	0	0	41	1	2	5	21	14	0	0	0	0	0	0	0	0	43	1	2	10	44	23	4	0	0	0	0	0	0	0	84
16:15	0	1	6	12	14	6	1	0	0	0	0	0	0	40	0	0	9	16	14	2	0	0	0	0	0	0	0	41	0	1	15	28	28	8	1	0	0	0	0	0	0	81
16:30	1	2	9	21	17	3	0	0	0	0	0	0	0	53	0	1	6	21	11	1	0	0	0	0	0	0	0	40	1	3	15	42	28	4	0	0	0	0	0	0	0	93
16:45	1	2	15	11	12	4	0	0	0	0	0	0	0	45	1	8	9	23	6	1	0	0	0	0	0	0	0	48	2	10	24	34	18	5	0	0	0	0	0	0	0	93
17:00	0	0	10	22	16	1	0	0	0	0	0	0	0	49	1	5	6	23	12	0	0	0	0	0	0	0	0	47	1	5	16	45	28	1	0	0	0	0	0	0	0	96
17:15	1	6	11	20	11	1	0	0	0	0	0	0	0	50	2	1	14	17	3	1	0	0	0	0	0	0	0	38	3	7	25	37	14	2	0	0	0	0	0	0	0	88
17:30	0	0	10	16	13	2	0	0	0	0	0	0	0	41	1	2	11	15	8	2	0	0	0	0	0	0	0	39	1	2	21	31	21	4	0	0	0	0	0	0	0	80
17:45	0	2	8	19	11	2	2	0	0	0	0	0	0	44	1	6	17	24	6	0	0	0	0	0	0	0	0	54	1	8	25	43	17	2	2	0	0	0	0	0	0	98
18:00	0	2	9	13	13	3	0	0	0	0	0	0	0	40	4	3	12	24	5	0	0	0	0	0	0	0	0	48	4	5	21	37	18	3	0	0	0	0	0	0	0	88
18:15	0	1	6	21	6	3	0	0	0	0	0	0	0	37	0	2	9	17	6	2	0	0	0	0	0	0	0	36	0	3	15	38	12	5	0	0	0	0	0	0	0	73
18:30	1	4	7	15	4	4	0	0	0	0	0	0	0	35	1	3	5	18	7	0	0	0	0	0	0	0	0	34	2	7	12	33	11	4	0	0	0	0	0	0	0	69
18:45	1	2	23	15	7	2	0	0	0	0	0	0	0	50	2	12	11	16	7	0	0	0	0	0	0	0	0	48	3	14	34	31	14	2	0	0	0	0	0	0	0	98
19:00	0	6	10	11	8	0	0	0	0	0	0	0	0	35	1	7	6	12	2	2	0	0	0	0	0	0	0	30	1	13	16	23	10	2	0	0	0	0	0	0	0	65
19:15	2	6	13	5	6	1	0	0	0	0	0	0	0	33	6	6	10	18	2	0	0	0	0	0	0	0	0	42	8	12	23	23	8	1	0	0	0	0	0	0	0	75
19:30	3	7	2	7	5	3	0	0	0	0	0	0	0	27	2	6	9	12	4	0	0	0	0	0	0	0	0	33	5	13	11	19	9	3	0	0	0	0	0	0	0	60
19:45	0	3	5	9	6	1	0	0	0	0	0	0	0	24	1	2	7	10	3	0	0	0	0	0	0	0	0	23	1	5	12	19	9	1	0	0	0	0	0	0	0	47
20:00	0	2	4	6	5	0	0	0	0	0	0	0	0	17	2	1	5	6	2	1	0	0	0	0	0	0	0	17	2	3	9	12	7	1	0	0	0	0	0	0	0	34
20:15	0	3	6	9	7	2	0	0	0	0	0	0	0	27	0	1	4	10	2	0	0	0	0	0	0	0	0	17	0	4	10	19	9	2	0	0	0	0	0	0	0	44
20:30	0	2	8	8	5	1	0	0	0	0	0	0	0	24	1	4	2	3	4	0	0	0	0	0	0	0	0	14	1	6	10	11	9	1	0	0	0	0	0	0	0	38
20:45	0	1	5	9	9	1	0	0	0	0	0	0	0	25	0	1	11	8	2	0	0	0	0	0	0	0	0	22	0	2	16	17	11	1	0	0	0	0	0	0	0	47
21:00	0	1	13	6	6	0	0	0	0	0	0	0	0	26	1	1	4	5	1	0	0	0	0	0	0	0	0	12	1	2	17	11	7	0	0	0	0	0	0	0	0	38
21:15	0	3	5	22	8	0	0	0	0	0	0	0	0	38	0	1	6	9	1	0	0	0	0	0	0	0	0	17	0	4	11	31	9	0	0	0	0	0	0	0	0	55
21:30	0	1	9	32	6	1	0	0	0	0	0	0	0	49	2	1	1	2	4	1	0	0	0	0	0	0	0	11	2	2	10	34	10	2	0	0	0	0	0	0	0	60
21:45	0	3	6	19	8	2	0	0	0	0	0	0	0	38	0	0	4	2	3	0	0	0	0	0	0	0	0	9	0	3	10	21	11	2	0	0	0	0	0	0	0	47
22:00	0	2	3	9	0	1	0	0	0	0	0	0	0	15	0	1	1	5	2	0	0	0	0	0	0	0	0	9	0	3	4	14	2	1	0	0	0	0	0	0	0	24
22:15	0	0	0	6	1	0	0	0	0	0	0	0	0	7	1	1	0	7	5	0	0	0	0	0	0	0	0	14	1	1	0	13	6	0	0	0	0	0	0	0	0	21
22:30	0	1	1	2	2	0	0	0	0	0	0	0	0	6	0	0	1	3	0	0	0	0	0	0	0	0	0	4	0	1	2	5	2	0	0	0	0	0	0	0	0	10
22:45	0	1	0	2	1	0	1	0	0	0	0	0	0	5	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	1	1	4	1	0	1	0	0	0	0	0	0	8
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	3
23:15	0	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Totals	42	196	519	887	635	124	12	0	0	0	0	0	0	2,415	101	208	543	1,018	507	77	9	0	0	0	0	0	0	2,463	143	404	1,062	1,905	1,142	201	21	0	0	0	0	0	0	4,878
% of Totals	2%	8%	21%	37%	26%	5%	0%	0%	0%	0%	0%	0%	0%	100%	4%	8%	22%	41%	21%	3%	0%	0%	0%	0%	0%	0%	0%	100%	3%	8%	22%	39%	23%	4%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Maria Ave & N Lucia Ave

Day: Wednesday
Date: 12/4/2024

City: Redondo Beach
Project #: CA24_020421_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	1	0	0	0	0	0	0	0	**3**
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	0	0	0	0	0	0	**3**	2	0	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:00	1	1	0	1	1	0	0	0	0	0	0	0	0	**4**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	1	1	0	2	1	1	0	0	0	0	0	0	0	**6**
5:00	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**	1	0	1	3	2	0	0	0	0	0	0	0	0	**7**	1	1	1	4	3	0	0	0	0	0	0	0	0	**10**
6:00	0	2	4	6	2	1	0	0	0	0	0	0	0	**15**	1	0	9	19	6	5	0	0	0	0	0	0	0	**40**	1	2	13	25	8	6	0	0	0	0	0	0	0	**55**
7:00	0	4	12	43	27	6	0	0	0	0	0	0	0	**92**	3	4	31	68	24	9	0	0	0	0	0	0	0	**139**	3	8	43	111	51	15	0	0	0	0	0	0	0	**231**
8:00	1	6	29	89	35	5	0	0	0	0	0	0	0	**165**	6	28	109	93	33	5	0	0	0	0	0	0	0	**274**	7	34	138	182	68	10	0	0	0	0	0	0	0	**439**
9:00	0	7	5	10	9	2	1	0	0	0	0	0	0	**34**	1	2	8	15	8	1	0	0	0	0	0	0	0	**35**	1	9	13	25	17	3	1	0	0	0	0	0	0	**69**
10:00	0	3	10	23	9	0	0	0	0	0	0	0	0	**45**	1	5	4	14	11	4	1	0	0	0	0	0	0	**40**	1	8	14	37	20	4	1	0	0	0	0	0	0	**85**
11:00	1	9	8	18	11	1	0	0	0	0	0	0	0	**48**	1	3	9	13	11	4	0	0	0	0	0	0	0	**41**	2	12	17	31	22	5	0	0	0	0	0	0	0	**89**
12:00	3	3	9	19	12	3	1	0	0	0	0	0	0	**50**	3	4	7	10	10	2	0	0	0	0	0	0	0	**36**	6	7	16	29	22	5	1	0	0	0	0	0	0	**86**
13:00	1	6	17	49	34	2	0	0	0	0	0	0	0	**109**	2	8	12	22	16	4	0	0	0	0	0	0	0	**64**	3	14	29	71	50	6	0	0	0	0	0	0	0	**173**
14:00	1	3	14	22	16	1	1	0	0	0	0	0	0	**58**	1	4	12	28	10	3	0	0	0	0	0	0	0	**58**	2	7	26	50	26	4	1	0	0	0	0	0	0	**116**
15:00	34	35	43	51	27	7	3	0	0	0	0	0	0	**200**	2	7	25	70	43	12	2	0	0	0	0	0	0	**161**	36	42	68	121	70	19	5	0	0	0	0	0	0	**361**
16:00	0	0	16	41	22	3	2	0	0	0	0	0	0	**84**	0	0	12	34	27	1	0	0	0	0	0	0	0	**74**	0	0	28	75	49	4	2	0	0	0	0	0	0	**158**
17:00	1	1	18	36	23	2	0	0	0	0	0	0	0	**81**	1	0	19	52	20	1	0	0	0	0	0	0	0	**93**	2	1	37	88	43	3	0	0	0	0	0	0	0	**174**
18:00	0	3	20	36	23	5	0	0	0	0	0	0	0	**87**	0	7	10	29	17	6	0	0	0	0	0	0	0	**69**	0	10	30	65	40	11	0	0	0	0	0	0	0	**156**
19:00	1	5	12	22	13	2	0	0	0	0	0	0	0	**55**	3	5	10	19	10	0	0	0	0	0	0	0	0	**47**	4	10	22	41	23	2	0	0	0	0	0	0	0	**102**
20:00	2	2	6	13	9	1	0	0	0	0	0	0	0	**33**	3	4	2	13	3	1	1	0	0	0	0	0	0	**27**	5	6	8	26	12	2	1	0	0	0	0	0	0	**60**
21:00	0	0	22	35	20	3	0	0	0	0	0	0	0	**80**	0	1	5	13	7	2	0	0	0	0	0	0	0	**28**	0	1	27	48	27	5	0	0	0	0	0	0	0	**108**
22:00	0	0	3	9	3	0	0	0	0	0	0	0	0	**15**	1	1	0	2	3	0	0	0	0	0	0	0	0	**7**	1	1	3	11	6	0	0	0	0	0	0	0	0	**22**
23:00	0	0	1	2	0	0	1	0	0	0	0	0	0	**4**	1	1	1	1	2	0	0	0	0	0	0	0	0	**6**	1	1	2	3	2	0	1	0	0	0	0	0	0	**10**
Totals	**46**	**91**	**249**	**529**	**297**	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1,266**	**33**	**84**	**287**	**520**	**264**	**61**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1,253**	**79**	**175**	**536**	**1,049**	**561**	**106**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2,519**
% of Totals	**4%**	**7%**	**20%**	**42%**	**23%**	**4%**	**1%**							**100%**	**3%**	**7%**	**23%**	**42%**	**21%**	**5%**	**0%**							**100%**	**3%**	**7%**	**21%**	**42%**	**22%**	**4%**	**1%**							**100%**

STATISTICS

00:00 - 12:00	3	33	68	194	95	16	1	0	0	0	0	0	0	410	16	42	172	227	96	29	1	0	0	0	0	0	0	583	19	75	240	421	191	45	2	0	0	0	0	0	0	993
%	0%	3%	5%	15%	8%	1%	0%	0%	0%	0%	0%	0%	0%	32%	1%	3%	14%	18%	8%	2%	0%	0%	0%	0%	0%	0%	0%	46%	2%	6%	19%	33%	15%	4%	0%	0%	0%	0%	0%	0%	0%	78%
Peak Hour	11:15	11:00	7:45	7:45	8:00	7:30	8:30	0:00	0:00	0:00	0:00	0:00	0:00	8:00	7:45	7:30	7:45	7:45	7:45	6:30	9:30	0:00	0:00	0:00	0:00	0:00	0:00	7:45	7:45	7:30	7:45	7:45	8:00	6:45	8:30	0:00	0:00	0:00	0:00	0:00	0:00	7:45
Peak Volume	2	9	29	91	35	8	1	0	0	0	0	0	0	165	7	29	113	104	33	11	1	0	0	0	0	0	0	290	8	36	142	195	68	17	1	0	0	0	0	0	0	454
12:00 - 24:00	43	58	181	335	202	29	8	0	0	0	0	0	0	856	17	42	115	293	168	32	3	0	0	0	0	0	0	670	60	100	296	628	370	61	11	0	0	0	0	0	0	1526
%	3%	5%	14%	26%	16%	2%	1%	0%	0%	0%	0%	0%	0%	68%	1%	3%	9%	23%	13%	3%	0%	0%	0%	0%	0%	0%	0%	53%	5%	8%	23%	50%	29%	5%	1%	0%	0%	0%	0%	0%	0%	121%
Peak Hour	15:00	15:00	15:00	15:15	12:45	15:15	15:30	12:00	12:00	12:00	12:00	12:00	12:00	15:15	19:30	12:45	14:45	14:45	15:00	15:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	14:45	15:00	15:00	15:00	15:15	15:00	15:00	15:30	12:00	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	34	35	43	60	35	8	4	0	0	0	0	0	0	211	5	9	26	74	43	12	2	0	0	0	0	0	0	161	36	42	68	126	70	19	6	0	0	0	0	0	0	362
07:00 - 09:00	1	10	41	132	62	11	0	0	0	0	0	0	0	257	9	32	140	161	57	14	0	0	0	0	0	0	0	413	10	42	181	293	119	25	0	0	0	0	0	0	0	670
%	0%	1%	3%	10%	5%	1%	0%	0%	0%	0%	0%	0%	0%	20%	1%	3%	11%	13%	5%	1%	0%	0%	0%	0%	0%	0%	0%	33%	1%	3%	14%	23%	9%	2%	0%	0%	0%	0%	0%	0%	0%	53%
Peak Hour	7:30	7:30	7:45	7:45	8:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	7:30	7:45	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	7:30	7:45	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	1	7	29	91	35	8	0	0	0	0	0	0	0	165	7	29	113	104	33	9	0	0	0	0	0	0	0	290	8	36	142	195	68	15	0	0	0	0	0	0	0	454
16:00 - 18:00	1	1	34	77	45	5	2	0	0	0	0	0	0	165	1	0	31	86	47	2	0	0	0	0	0	0	0	167	2	1	65	163	92	7	2	0	0	0	0	0	0	332
%	0%	0%	3%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	2%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	5%	13%	7%	1%	0%	0%	0%	0%	0%	0%	0%	26%
Peak Hour	16:15	17:00	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:15	17:00	17:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	1	1	19	41	27	3	2	0	0	0	0	0	0	86	1	0	19	52	27	1	0	0	0	0	0	0	0	93	2	1	37	88	53	4	2	0	0	0	0	0	0	174

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	21	27	27	33	35	1266
SOUTHBOUND	21	27	27	33	35	1253
TOTALS	21	27	27	33	35	2519

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Maria Ave & N Lucia Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:30	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:45	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	1	1	0	1	0	1	0	0	0	0	0	0	0	**4**
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
5:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	1	0	0	1	2	0	0	0	0	0	0	0	0	**4**	1	0	0	2	3	0	0	0	0	0	0	0	0	**6**
6:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	1	3	1	1	0	0	0	0	0	0	0	**6**
6:15	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	0	1	3	1	0	0	0	0	0	0	0	0	**5**
6:30	0	2	0	4	1	0	0	0	0	0	0	0	0	**7**	1	0	0	2	0	1	0	0	0	0	0	0	0	**4**	1	2	0	6	1	1	0	0	0	0	0	0	0	**11**
6:45	0	0	3	0	0	1	0	0	0	0	0	0	0	**4**	0	0	8	13	5	3	0	0	0	0	0	0	0	**29**	0	0	11	13	5	4	0	0	0	0	0	0	0	**33**
7:00	0	1	5	16	18	1	0	0	0	0	0	0	0	**41**	2	2	16	38	12	4	0	0	0	0	0	0	0	**74**	2	3	21	54	30	5	0	0	0	0	0	0	0	**115**
7:15	0	0	2	9	1	2	0	0	0	0	0	0	0	**14**	0	0	3	8	2	3	0	0	0	0	0	0	0	**16**	0	0	5	17	3	5	0	0	0	0	0	0	0	**30**
7:30	0	3	3	8	4	2	0	0	0	0	0	0	0	**20**	0	1	3	8	5	1	0	0	0	0	0	0	0	**18**	0	4	6	16	9	3	0	0	0	0	0	0	0	**38**
7:45	0	0	2	10	4	1	0	0	0	0	0	0	0	**17**	1	1	9	14	5	1	0	0	0	0	0	0	0	**31**	1	1	11	24	9	2	0	0	0	0	0	0	0	**48**
8:00	0	2	7	22	10	1	0	0	0	0	0	0	0	**42**	2	9	47	43	10	0	0	0	0	0	0	0	0	**111**	2	11	54	65	20	1	0	0	0	0	0	0	0	**153**
8:15	1	2	15	38	12	4	0	0	0	0	0	0	0	**72**	3	18	51	32	12	1	0	0	0	0	0	0	0	**117**	4	20	66	70	24	5	0	0	0	0	0	0	0	**189**
8:30	0	1	5	21	6	0	0	0	0	0	0	0	0	**33**	1	0	6	15	6	3	0	0	0	0	0	0	0	**31**	1	1	11	36	12	3	0	0	0	0	0	0	0	**64**
8:45	0	1	2	8	7	0	0	0	0	0	0	0	0	**18**	0	1	5	3	5	1	0	0	0	0	0	0	0	**15**	0	2	7	11	12	1	0	0	0	0	0	0	0	**33**
9:00	0	1	3	3	1	0	0	0	0	0	0	0	0	**8**	0	1	2	1	2	0	0	0	0	0	0	0	0	**6**	0	2	5	4	3	0	0	0	0	0	0	0	0	**14**
9:15	0	2	0	3	3	0	1	0	0	0	0	0	0	**9**	0	0	4	5	0	1	0	0	0	0	0	0	0	**10**	0	2	4	8	3	1	1	0	0	0	0	0	0	**19**
9:30	0	1	0	3	3	0	0	0	0	0	0	0	0	**7**	1	0	0	3	4	0	0	0	0	0	0	0	0	**8**	1	1	0	6	7	0	0	0	0	0	0	0	0	**15**
9:45	0	3	2	1	2	2	0	0	0	0	0	0	0	**10**	0	1	2	6	2	0	0	0	0	0	0	0	0	**11**	0	4	4	7	4	2	0	0	0	0	0	0	0	**21**
10:00	0	2	2	3	1	0	0	0	0	0	0	0	0	**8**	0	2	2	4	4	0	0	0	0	0	0	0	0	**12**	0	4	4	7	5	0	0	0	0	0	0	0	0	**20**
10:15	0	0	6	2	1	0	0	0	0	0	0	0	0	**9**	0	0	0	3	0	2	1	0	0	0	0	0	0	**6**	0	0	6	5	1	2	1	0	0	0	0	0	0	**15**
10:30	0	0	2	7	3	0	0	0	0	0	0	0	0	**12**	1	3	0	6	3	1	0	0	0	0	0	0	0	**14**	1	3	2	13	6	1	0	0	0	0	0	0	0	**26**
10:45	0	1	0	11	4	0	0	0	0	0	0	0	0	**16**	0	0	2	1	4	1	0	0	0	0	0	0	0	**8**	0	1	2	12	8	1	0	0	0	0	0	0	0	**24**
11:00	1	2	2	3	2	1	0	0	0	0	0	0	0	**11**	0	1	4	2	3	1	0	0	0	0	0	0	0	**11**	1	3	6	5	5	2	0	0	0	0	0	0	0	**22**
11:15	0	1	4	5	0	0	0	0	0	0	0	0	0	**10**	1	1	2	2	2	3	0	0	0	0	0	0	0	**11**	1	2	6	7	2	3	0	0	0	0	0	0	0	**21**
11:30	0	1	2	5	6	0	0	0	0	0	0	0	0	**14**	0	1	1	6	2	0	0	0	0	0	0	0	0	**10**	0	2	3	11	8	0	0	0	0	0	0	0	0	**24**
11:45	0	5	0	5	3	0	0	0	0	0	0	0	0	**13**	0	0	2	3	4	0	0	0	0	0	0	0	0	**9**	0	5	2	8	7	0	0	0	0	0	0	0	0	**22**

Prepared by National Data & Surveying Services

SPEED

Diamond St Bet N Maria Ave & N Lucia Ave

Day: Wednesday

Date: 12/4/2024

City: Redondo Beach

Project #: CA24_020421_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	2	2	4	2	3	2	0	0	0	0	0	0	0	**15**	0	0	1	3	2	0	0	0	0	0	0	0	0	**6**	2	2	5	5	5	2	0	0	0	0	0	0	0	**21**
12:15	0	0	1	5	3	1	0	0	0	0	0	0	0	**10**	2	1	0	2	2	1	0	0	0	0	0	0	0	**8**	2	1	1	7	5	2	0	0	0	0	0	0	0	**18**
12:30	0	0	1	4	3	0	0	0	0	0	0	0	0	**8**	0	1	2	2	3	0	0	0	0	0	0	0	0	**8**	0	1	3	6	6	0	0	0	0	0	0	0	0	**16**
12:45	1	1	3	8	3	0	1	0	0	0	0	0	0	**17**	1	2	4	3	3	1	0	0	0	0	0	0	0	**14**	2	3	7	11	6	1	1	0	0	0	0	0	0	**31**
13:00	0	3	7	18	14	2	0	0	0	0	0	0	0	**44**	0	1	2	5	7	1	0	0	0	0	0	0	0	**16**	0	4	9	23	21	3	0	0	0	0	0	0	0	**60**
13:15	0	0	5	5	5	0	0	0	0	0	0	0	0	**15**	2	2	4	5	4	1	0	0	0	0	0	0	0	**18**	2	2	9	10	9	1	0	0	0	0	0	0	0	**33**
13:30	0	1	0	20	13	0	0	0	0	0	0	0	0	**34**	0	4	2	9	4	0	0	0	0	0	0	0	0	**19**	0	5	2	29	17	0	0	0	0	0	0	0	0	**53**
13:45	1	2	5	6	2	0	0	0	0	0	0	0	0	**16**	0	1	4	3	1	2	0	0	0	0	0	0	0	**11**	1	3	9	9	3	2	0	0	0	0	0	0	0	**27**
14:00	0	1	2	9	1	0	0	0	0	0	0	0	0	**13**	1	2	4	4	2	2	0	0	0	0	0	0	0	**15**	1	3	6	13	3	2	0	0	0	0	0	0	0	**28**
14:15	0	0	4	5	7	1	0	0	0	0	0	0	0	**17**	0	1	0	6	2	0	0	0	0	0	0	0	0	**9**	0	1	4	11	9	1	0	0	0	0	0	0	0	**26**
14:30	1	1	4	7	4	0	1	0	0	0	0	0	0	**18**	0	0	5	7	3	1	0	0	0	0	0	0	0	**16**	1	1	9	14	7	1	1	0	0	0	0	0	0	**34**
14:45	0	1	4	1	4	0	0	0	0	0	0	0	0	**10**	0	1	3	11	3	0	0	0	0	0	0	0	0	**18**	0	2	7	12	7	0	0	0	0	0	0	0	0	**28**
15:00	0	0	3	6	1	0	1	0	0	0	0	0	0	**11**	0	2	2	12	10	3	0	0	0	0	0	0	0	**29**	0	2	5	18	11	3	1	0	0	0	0	0	0	**40**
15:15	1	2	9	13	8	2	0	0	0	0	0	0	0	**35**	0	3	9	25	13	3	0	0	0	0	0	0	0	**53**	1	5	18	38	21	5	0	0	0	0	0	0	0	**88**
15:30	26	25	22	18	9	4	1	0	0	0	0	0	0	**105**	2	2	12	26	14	4	1	0	0	0	0	0	0	**61**	28	27	34	44	23	8	2	0	0	0	0	0	0	**166**
15:45	7	8	9	14	9	1	1	0	0	0	0	0	0	**49**	0	0	2	7	6	2	1	0	0	0	0	0	0	**18**	7	8	11	21	15	3	2	0	0	0	0	0	0	**67**
16:00	0	0	2	15	3	1	1	0	0	0	0	0	0	**22**	0	0	3	8	7	1	0	0	0	0	0	0	0	**19**	0	0	5	23	10	2	1	0	0	0	0	0	0	**41**
16:15	0	0	5	6	6	2	1	0	0	0	0	0	0	**20**	0	0	1	8	7	0	0	0	0	0	0	0	0	**16**	0	0	6	14	13	2	1	0	0	0	0	0	0	**36**
16:30	0	0	4	11	7	0	0	0	0	0	0	0	0	**22**	0	0	3	8	7	0	0	0	0	0	0	0	0	**18**	0	0	7	19	14	0	0	0	0	0	0	0	0	**40**
16:45	0	0	5	9	6	0	0	0	0	0	0	0	0	**20**	0	0	5	10	6	0	0	0	0	0	0	0	0	**21**	0	0	10	19	12	0	0	0	0	0	0	0	0	**41**
17:00	1	0	3	11	8	0	0	0	0	0	0	0	0	**23**	1	0	1	12	6	1	0	0	0	0	0	0	0	**21**	2	0	4	23	14	1	0	0	0	0	0	0	0	**44**
17:15	0	0	7	9	5	0	0	0	0	0	0	0	0	**21**	0	0	5	13	3	0	0	0	0	0	0	0	0	**21**	0	0	12	22	8	0	0	0	0	0	0	0	0	**42**
17:30	0	0	3	10	4	1	0	0	0	0	0	0	0	**18**	0	0	5	10	2	0	0	0	0	0	0	0	0	**17**	0	0	8	20	6	1	0	0	0	0	0	0	0	**35**
17:45	0	1	5	6	6	1	0	0	0	0	0	0	0	**19**	0	0	8	17	9	0	0	0	0	0	0	0	0	**34**	0	1	13	23	15	1	0	0	0	0	0	0	0	**53**
18:00	0	0	7	10	5	1	0	0	0	0	0	0	0	**23**	0	1	4	7	5	1	0	0	0	0	0	0	0	**18**	0	1	11	17	10	2	0	0	0	0	0	0	0	**41**
18:15	0	1	6	12	11	2	0	0	0	0	0	0	0	**32**	0	1	3	9	5	2	0	0	0	0	0	0	0	**20**	0	2	9	21	16	4	0	0	0	0	0	0	0	**52**
18:30	0	2	3	3	1	1	0	0	0	0	0	0	0	**10**	0	3	2	4	2	0	0	0	0	0	0	0	0	**11**	0	5	5	7	3	1	0	0	0	0	0	0	0	**21**
18:45	0	0	4	11	6	1	0	0	0	0	0	0	0	**22**	0	2	1	9	5	3	0	0	0	0	0	0	0	**20**	0	2	5	20	11	4	0	0	0	0	0	0	0	**42**
19:00	0	2	3	4	3	1	0	0	0	0	0	0	0	**13**	1	0	3	4	3	0	0	0	0	0	0	0	0	**11**	1	2	6	8	6	1	0	0	0	0	0	0	0	**24**
19:15	0	0	2	3	2	1	0	0	0	0	0	0	0	**8**	0	3	5	11	4	0	0	0	0	0	0	0	0	**23**	0	3	7	14	6	1	0	0	0	0	0	0	0	**31**
19:30	1	0	4	11	7	0	0	0	0	0	0	0	0	**23**	2	0	1	1	2	0	0	0	0	0	0	0	0	**6**	3	0	5	12	9	0	0	0	0	0	0	0	0	**29**
19:45	0	3	3	4	1	0	0	0	0	0	0	0	0	**11**	0	2	1	3	1	0	0	0	0	0	0	0	0	**7**	0	5	4	7	2	0	0	0	0	0	0	0	0	**18**
20:00	0	1	1	4	0	1	0	0	0	0	0	0	0	**7**	0	2	0	3	1	0	1	0	0	0	0	0	0	**7**	0	3	1	7	1	1	1	0	0	0	0	0	0	**14**
20:15	1	0	2	4	3	0	0	0	0	0	0	0	0	**10**	3	1	1	4	1	1	0	0	0	0	0	0	0	**11**	4	1	3	8	4	1	0	0	0	0	0	0	0	**21**
20:30	1	0	1	3	0	0	0	0	0	0	0	0	0	**5**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	1	0	1	4	0	0	0	0	0	0	0	0	0	**6**
20:45	0	1	2	2	6	0	0	0	0	0	0	0	0	**11**	0	1	1	5	1	0	0	0	0	0	0	0	0	**8**	0	2	3	7	7	0	0	0	0	0	0	0	0	**19**
21:00	0	0	4	5	4	1	0	0	0	0	0	0	0	**14**	0	0	0	4	1	0	0	0	0	0	0	0	0	**5**	0	0	4	9	5	1	0	0	0	0	0	0	0	**19**
21:15	0	0	8	2	6	1	0	0	0	0	0	0	0	**17**	0	0	3	3	2	1	0	0	0	0	0	0	0	**9**	0	0	11	5	8	2	0	0	0	0	0	0	0	**26**
21:30	0	0	7	19	5	1	0	0	0	0	0	0	0	**32**	0	1	1	2	4	0	0	0	0	0	0	0	0	**8**	0	1	8	21	9	1	0	0	0	0	0	0	0	**40**
21:45	0	0	3	9	5	0	0	0	0	0	0	0	0	**17**	0	0	1	4	0	1	0	0	0	0	0	0	0	**6**	0	0	4	13	5	1	0	0	0	0	0	0	0	**23**
22:00	0	0	1	4	1	0	0	0	0	0	0	0	0	**6**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	4	2	0	0	0	0	0	0	0	0	**7**
22:15	0	0	2	4	1	0	0	0	0	0	0	0	0	**7**	1	0	0	2	2	0	0	0	0	0	0	0	0	**5**	1	0	2	6	3	0	0	0	0	0	0	0	0	**12**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	1	1	1	2	0	0	0	0	0	0	0	0	**5**	0	1	1	1	2	0	1	0	0	0	0	0	0	**6**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**46**	**91**	**249**	**529**	**297**	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1,266**	**33**	**84**	**287**	**520**	**264**	**61**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1,253**	**79**	**175**	**536**	**1,049**	**561**	**106**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2,519**
% of Totals	4%	7%	20%	42%	23%	4%	1%	0%	0%	0%	0%	0%	0%	**100%**	3%	7%	23%	42%	21%	5%	0%	0%	0%	0%	0%	0%	0%	**100%**	3%	7%	21%	42%	22%	4%	1%	0%	0%	0%	0%	0%	0%	**100%**

D. TIMS CRASH DATA

City of Redondo Beach
Traffic Engineering

From 10/09/19 to 10/09/24

Total Collisions: 5
Injury Collisions: 4 Total Injured: 4
Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

10/9/24

DIAMOND ST from PACIFIC COAST HWY to PROSPECT AV

8968738 **11/05/19** **18:01** Tuesday DIAMOND ST - LUCIA AV 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:1
Broadside Bicycle Improper Turning 22107 Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver East Making Right Turn Not Sta Age: 0 OTHER - TRUCK Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: Impairment Not Kno Assoc Factor: Not Stated Unknown Not Stated
Party 2 Bicyclist East Proceeding Straight Male Age: 15 0 - Bicycle No Injury
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated

9020599 **12/12/19** **11:20** Thursday PACIFIC COAST HWY - DIAMOND ST 0' Direction: Not Stated Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Traffic Signals and Signs 21453A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0

Party 1 Driver South Proceeding Straight Male Age: 87 2015 MERCEDES-BENZ Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated
Party 2 Driver East Proceeding Straight Female Age: 28 2005 TOYOTA Passenger Car, Station Wagon, Jeep Complaint of Pain
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

24-000021 **01/02/24** **05:05** Tuesday HELBERTA AV - DIAMOND ST 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:1
Head-On Parked Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver NORT Other Not Sta Age: 2013 Toyota Highlander Sport Utility Vehicle
Veh Type: Sobriety: Not Applicable Assoc Factor: None Apparent Not Stated
Party 2 Parked Vehicle SOUT Parked Not Sta Age: 2022 Subaru Forester Sport Utility Vehicle
Veh Type: Sobriety: Not Applicable Assoc Factor: None Apparent Not Stated

24-000145 **01/08/24** **09:19** Monday DIAMOND ST - GUADALUPE AV 0' Direction: Not Stated Daylight Clear Pty at Fault:1
Sideswipe Bicycle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver WEST Making Right Turn F Age: 65 2020 FORD EDGE Sport Utility Vehicle
Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use
Party 2 Bicyclist WEST Proceeding Straight F Age: 15 2020 RAD POWER BIK EBIKE Bicycle
Veh Type: Sobriety: HNBD Assoc Factor: None Apparent M/C Bicycle Helmet Driver - Y Cell Phone Not In Use

24-000383 **01/19/24** **08:30** Friday DIAMOND ST - GUADALUPE AV 0' Direction: Not Stated Daylight Cloudy Pty at Fault:1
Sideswipe Bicycle Improper Turning 22107 Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Driver WEST Making Right Turn F Age: 45 2004 Acura TI Passenger Car, Station Wagon, Jeep
Veh Type: Sobriety: HNBD Assoc Factor: Violation Lap/Shoulder Harness Used Cell Phone Not In Use
Party 2 Bicyclist WEST Proceeding Straight F Age: 17 BIRD Electric Bicycle
Veh Type: Sobriety: HNBD Assoc Factor: None Apparent M/C Bicycle Helmet Driver - Y Cell Phone Not In Use

Segment Length: 0.68 miles (3,601')

Collisions per mile: 7.33

Settings for Query:

Segment: DIAMOND ST between PACIFIC COAST HWY and PROSPECT AV
Include Intersection Related at Limit 1 (PACIFIC COAST HWY): True
Include Intersection Related at Limit 2 (PROSPECT AV): True
Include Intersection Related at Intermediate Intersections: True
Sorted By: Date and Time

Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024)

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	Time_format	OFFICER_ID
8968738	2019	2/7/2020	1956	11/5/2019	1801	18:01	1206
9020599	2019	3/9/2020	1956	12/12/2019	1120	11:20	1328
9221408	2021	2/23/2021	1956	1/21/2021	2108	21:08	1272
9402944	2022	2/10/2022	1956	1/6/2022	1056	10:56	1292
9392789	2022	2/1/2022	1956	1/8/2022	825	8:25	1379
9379708	2022	2/4/2022	1956	1/8/2022	1232	12:32	1379
9414543	2022	3/24/2022	1956	3/5/2022	1904	19:04	1362
9440021	2022	5/12/2022	1956	4/7/2022	1535	15:35	1335
9442115	2022	5/17/2022	1956	4/29/2022	810	8:10	1370
9442118	2022	5/17/2022	1956	4/29/2022	752	7:52	1372
9536515	2022	1/20/2023	1956	10/15/2022	2303	23:03	1292
9536151	2022	1/3/2023	1956	10/28/2022	1540	15:40	1390
9577181	2023	5/26/2023	1956	4/27/2023	1544	15:44	1292
9683231	2023	5/16/2024	1956	9/18/2023	330	3:30	1372
9652652	2024	3/28/2024	1956	1/8/2024	919	9:19	1372
9667460	2024	3/30/2024	1956	1/19/2024	830	8:30	1384
				1/2/2024	505	5:05	

CASE_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOC	SPECIAL_COND	BEAT_TYPE
8968738	26	2	5	5	1956	0	0
9020599	20	4	5	5	1956	0	0
9221408	20	4	5	5	1956	0	0
9402944	26	4	5	5	1956	0	0
9392789		6	5	5	1956	0	0
9379708		6	5	5	1956	0	0
9414543	25-Feb	6	5	5	1956	0	0
9440021	28	4	5	5	1956	0	0
9442115	26	5	5	5	1956	0	0
9442118	23	5	5	5	1956	0	0
9536515	20	6	5	5	1956	0	0
9536151	23	5	5	5	1956	0	0
9577181	25	4	5	5	1956	0	0
9683231	9	1	5	5	1956	0	0
9652652	25	1	5	5	1956	0	0
9667460	25	5	5	5	1956	0	0
		2			1956		

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD
8968738		0		0	2 DIAMOND ST	LUCIA AV
9020599		0		0	2 RT 1	DIAMOND ST
9221408		0		0	2 RT 1	DIAMOND ST
9402944		0		0	2 N PROSPECT AV	DIAMOND ST
9392789		0		0	2 FRANCISCA AV	DIAMOND ST
9379708		0		0	RT 1	DIAMOND ST
9414543		0		0	2 PACIFIC COAST HWY	DIAMOND ST
9440021		0		0	2 PROSPECT AV	DAIMOND ST
9442115		0		0	2 DIAMOND ST	MARIA AV
9442118		0		0	2 DIAMOND ST	FRANCISCA AV
9536515		0		0	2 RT 1	DIAMOND ST
9536151		0		0	2 DIAMOND ST	PACIFIC COAST HWY
9577181		0		0	2 DIAMOND ST	IRENA AVE
9683231		0		0	1 DIAMOND AV	JUANITA AV
9652652		0		0	2 DIAMOND ST	GUADALUPE AV
9667460		0		0	2 DIAMOND ST	GUADALUPE AV
					HELBERTA AV	DIAMOND ST

CASE_ID	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2	STATE_HWY_IND	CALTRANS_COUNTY
8968738	0		Y	A	-	N	
9020599	0		Y	A	-	Y	LA
9221408	0		Y	A	-	Y	LA
9402944	75	S	N	A	-	N	
9392789	0		Y	A	-	N	
9379708	0		N	A	-	Y	LA
9414543	0		Y	A	-	Y	LA
9440021	47	N	N	A	-	N	
9442115	0		Y	A	-	N	
9442118	10	E	N	A	-	N	
9536515	0		Y	B	-	Y	LA
9536151	0		Y	A	-	Y	LA
9577181	69	E	N	B	-	N	
9683231	0		Y	A	-	N	
9652652	0		Y	A	-	N	
9667460	0		Y	B	-	N	
	0		Y			N	

CASE_ID	RAMP_INTERSECTION	SIDE_OF_HWY	TOW_AWAY	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED
8968738			N	4	0	1
9020599		5 S	Y	4	0	1
9221408		5 N	Y	3	0	2
9402944			Y	3	0	3
9392789			N	4	0	1
9379708		5 N	Y	4	0	1
9414543		5 N	Y	4	0	1
9440021			N	4	0	1
9442115			N	4	0	1
9442118			N	3	0	1
9536515		5 S	Y	3	0	1
9536151		6 N	N	4	0	1
9577181			N	3	0	1
9683231				3	0	1
9652652			N	3	0	1
9667460			N	3	0	1
				0	0	0

CASE_ID	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION
8968738	2	A	-	8	22107
9020599	2	A	-	12	21453
9221408	2	A	-	9	21801
9402944	2	A	-	3	22350
9392789	2	A	-	12	22450
9379708	2	A	-	9	21801
9414543	2	A	-	9	21801
9440021	2	A	-	8	22107
9442115	2	A	-	9	21802
9442118	2	A	-	9	21801
9536515	2	A	-	2	22400
9536151	2	A	-	3	22350
9577181	2	A	-	0	21760
9683231	2	A	-	12	22450
9652652	2	A	-	8	22107
9667460	2	A	-	8	22107
	2	A		3	22350

CASE_ID	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION	ROAD_SURFACE	ROAD_COND_1
8968738		F	D	G	A	A	H
9020599	A	N	D	C	A	A	H
9221408	A	N	D	C	A	A	H
9402944		N	C	C	A	A	H
9392789	A	N	D	G	A	A	H
9379708	A	N	D	C	A	A	H
9414543	A	N	A	C	A	A	H
9440021		N	B	C	A	A	H
9442115	A	N	D	C	A	A	H
9442118	A	N	D	G	A	A	H
9536515	A	N	C	C	A	A	A
9536151		F	G	G	F	A	H
9577181	C	N	B	G	A	A	H
9683231	A	F	G	-	B	A	H
9652652		N	B	G	A	A	H
9667460		N	H	G	A	A	A
		M	A				

CASE_ID	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT
8968738	-	C	D		0	Y
9020599	-	A	A		0	
9221408	-	C	A		0	
9402944	-	A	A		0	
9392789	-	A	D		0	Y
9379708	-	A	A		0	
9414543	-	C	A		0	
9440021	-	A	D		0	
9442115	-	A	-		0	
9442118	-	A	A		0	Y
9536515	H	C	-		0	
9536151	-	A	D		0 Y	Y
9577181	-	A	D		0	Y
9683231	-	A	A		0 Y	Y
9652652	-	A	D		0	Y
9667460	-	A	D		0	Y

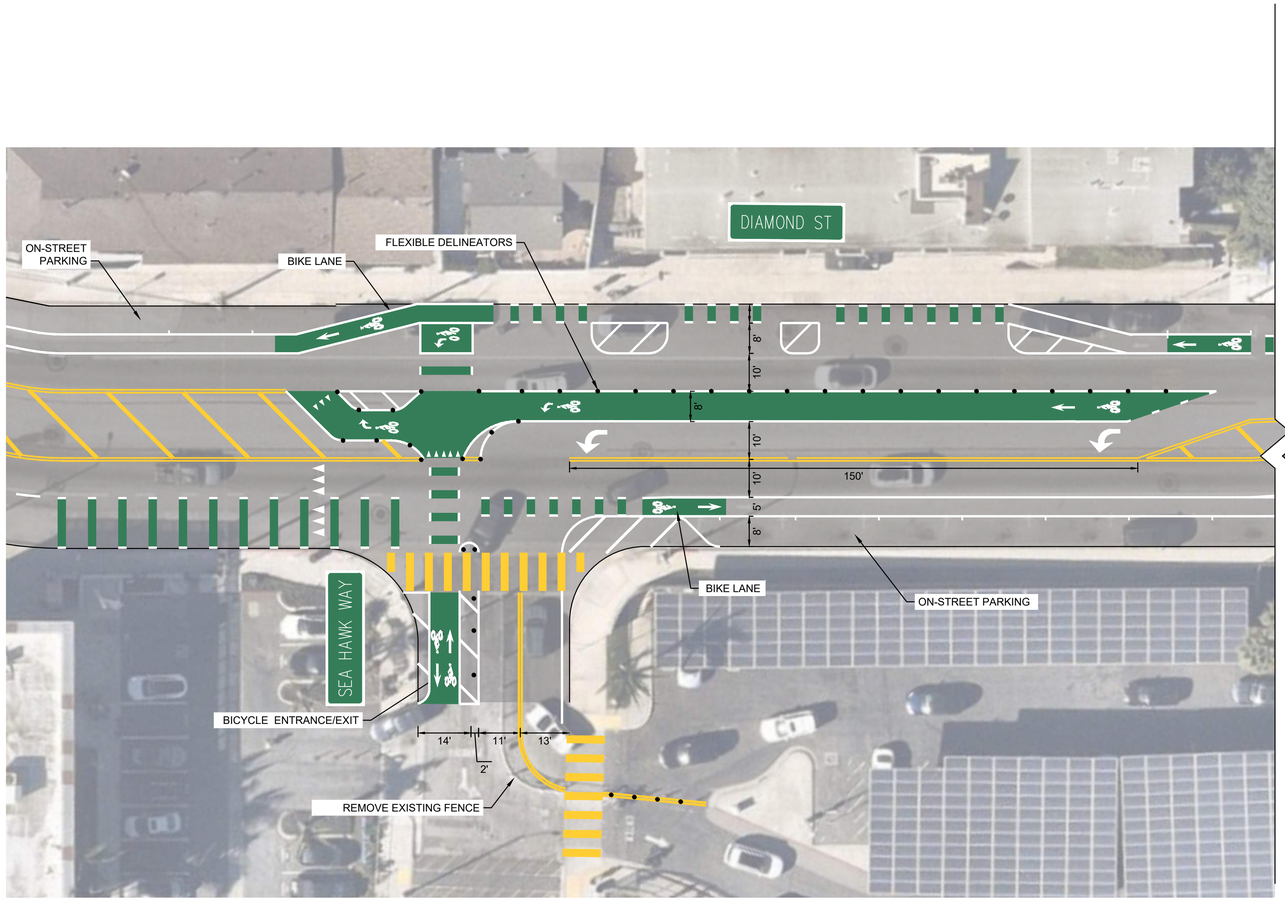
CASE_ID	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT
8968738			Y		D
9020599			Y		A
9221408			Y		A
9402944			Y		A
9392789			Y		L
9379708			Y		D
9414543			Y		A
9440021			Y		A
9442115			Y		A
9442118			Y		L
9536515	Y		Y	Y	C
9536151			Y		L
9577181			Y		A
9683231			Y		L
9652652			Y		A
9667460			Y		A
			Y		A

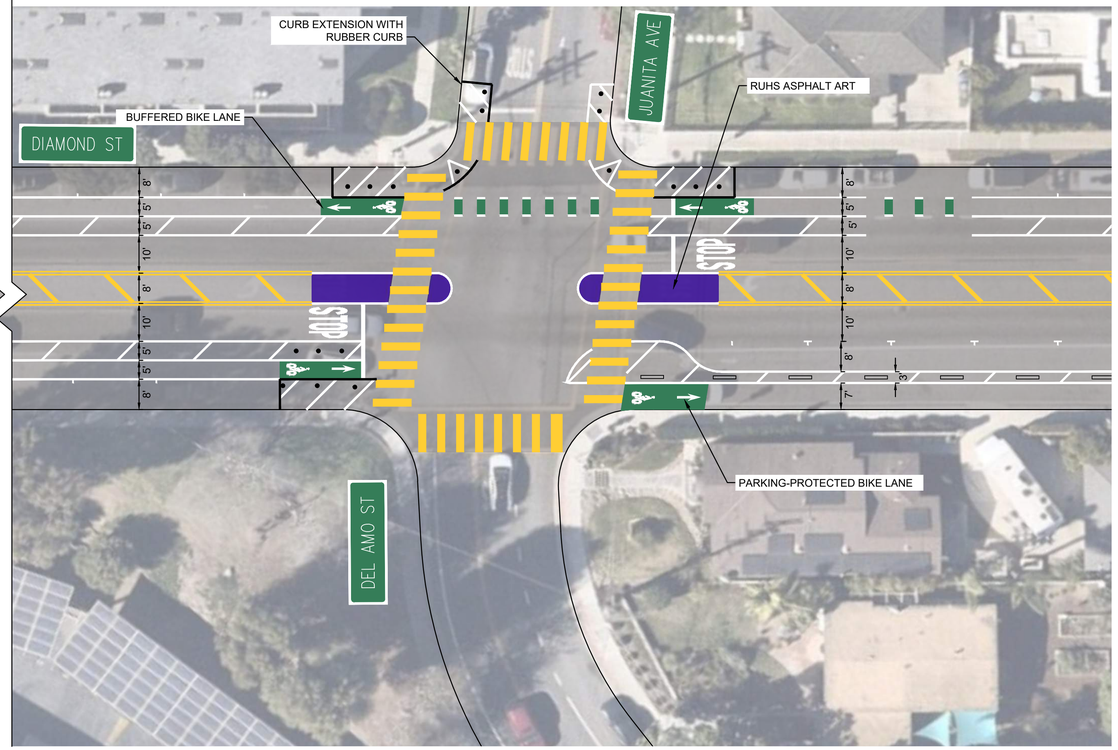
CASE_ID	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED
8968738	22	0	0	1	0
9020599	1	0	0	1	0
9221408	1	0	2	0	0
9402944	1	0	1	2	0
9392789	4	0	0	1	0
9379708	22	0	0	1	0
9414543	7	0	0	1	0
9440021	1	0	0	1	0
9442115	1	0	0	1	0
9442118	4	0	1	0	0
9536515	2	0	1	0	0
9536151	4	0	0	1	0
9577181	1	0	1	0	0
9683231	4	0	1	0	0
9652652	7	0	1	0	0
9667460	1	0	1	0	0
	7	0	0	0	0

CASE_ID	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED
8968738	0	0	1	0	0
9020599	0	0	0	0	0
9221408	0	0	0	0	0
9402944	0	0	0	0	0
9392789	0	0	1	0	0
9379708	0	0	0	0	0
9414543	0	0	0	0	0
9440021	0	0	0	0	0
9442115	0	0	0	0	0
9442118	0	0	1	0	0
9536515	0	0	0	0	1
9536151	1	0	0	0	0
9577181	0	0	1	0	0
9683231	1	0	0	0	0
9652652	0	0	1	0	0
9667460	0	0	1	0	0
	0	0	0	0	0

CASE_ID	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y
8968738	-	-			LOS ANGELES	REDONDO BEACH	-118.38155	33.8494911
9020599	-	-			LOS ANGELES	REDONDO BEACH	-118.38726	33.8449707
9221408	-	-			LOS ANGELES	REDONDO BEACH	-118.38726	33.8449707
9402944	-	-			LOS ANGELES	REDONDO BEACH	-118.37879	33.8516388
9392789	-	-	33.84568024	-118.3863907	LOS ANGELES	REDONDO BEACH	-118.38638	33.8456955
9379708	-	-	33.84497833	-118.3872833	LOS ANGELES	REDONDO BEACH	-118.38726	33.8449821
9414543	-	-	33.84497833	-118.3872833	LOS ANGELES	REDONDO BEACH	-118.38726	33.8449821
9440021	-	-	33.85174942	-118.3786697	LOS ANGELES	REDONDO BEACH	-118.3789	33.8517303
9442115	-	-	33.8502388	-118.3805313	LOS ANGELES	REDONDO BEACH	-118.38053	33.8502884
9442118	-	-	33.84568024	-118.2863922	LOS ANGELES	REDONDO BEACH	-118.38636	33.8457184
9536515	-	-			LOS ANGELES	REDONDO BEACH	-118.38726	33.8449821
9536151	-	-	33.84497833	-118.3872833	LOS ANGELES	REDONDO BEACH	-118.38726	33.8449821
9577181	-	-			LOS ANGELES	REDONDO BEACH	-118.38319	33.8481789
9683231	-	-	33.84878922	-118.3824692	LOS ANGELES	REDONDO BEACH	-118.38246	33.8487473
9652652	-	-			LOS ANGELES	REDONDO BEACH	-118.38518	33.8466797
9667460	-	-	33.84674072	-118.3852463	LOS ANGELES	REDONDO BEACH	-118.38518	33.8466797
					LOS ANGELES	REDONDO BEACH		

E. DIAMOND STREET PREFERRED DESIGN AND PROPOSED TREATMENTS





0 20' 40' 60'

SCALE IN FEET

TOOLE DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

PREFERRED ALTERNATIVE

REDONDO UNION HIGH ACCESS STUDY AND DESIGN
10/14/25

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\G0000\02LAX.00343.00_P_Redondo Union High Access Study and Design\PRODUCTION\CAD\PLANS\02LAX.00343.00_TP_Preferred Alt.dwg
10/14/2025

A BIKE LANE, NO BUFFER

B PARKING-PROTECTED BIKE LANE

C BUFFERED BIKE LANE

D BICYCLE PARKING

E CURB EXTENSIONS AND ASPHALT ART AT ALL-WAY STOP INTERSECTIONS

F BICYCLE CONFLICT MARKINGS

TOOLE DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

PROPOSED TREATMENTS

REDONDO UNION HIGH ACCESS STUDY AND DESIGN

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

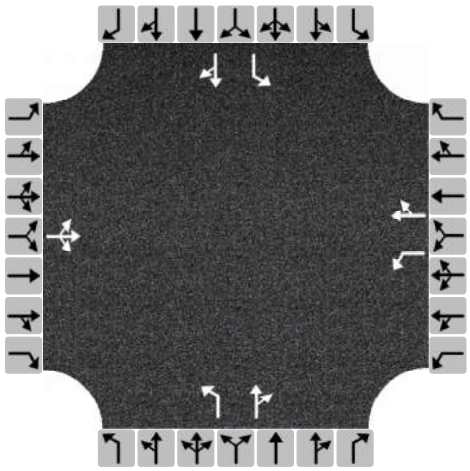
F. HCS REPORT EXISTING AND PROPOSED CONDITIONS - DEL AMO STREET/ N. JUANITA AVENUE AND DIAMOND STREET

HCS All-Way Stop Control Report

General and Site Information

Analyst	EK
Agency/Co.	Toole Design
Date Performed	3/17/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	Existing AM Peak
Project Description	Redondo Union High Access Study an...
Intersection	Diamond St at Del Amo St/Juanita Ave
Jurisdiction	Redondo Beach
East/West Street	Del Amo St/Juanita Ave
North/South Street	Diamond St
Peak Hour Factor	0.70

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	72	43	123	36	6	22	145	131	24	201	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	TR		L	TR	
Flow Rate, v (veh/h)	174			176	60		32	396		34	304	
Percent Heavy Vehicles	2			2	2		2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.154			0.157	0.054		0.028	0.352		0.031	0.270	
Final Departure Headway, h_d (s)	7.13			7.74	7.13		7.15	6.30		7.28	6.73	
Final Degree of Utilization, x	0.344			0.379	0.119		0.063	0.693		0.070	0.569	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.13			5.44	4.83		4.85	4.00		4.98	4.43	

Capacity, Delay and Level of Service

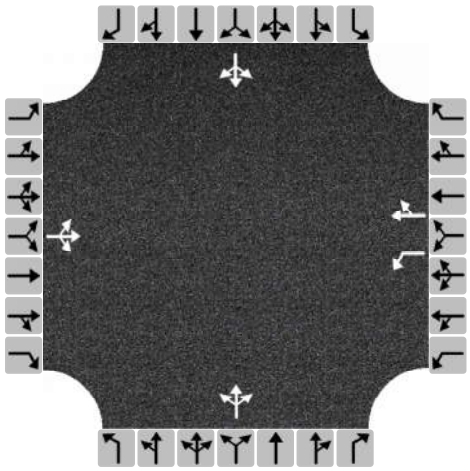
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	TR		L	TR	
Flow Rate, v (veh/h)	174			176	60		32	396		34	304	
Capacity (veh/h)	505			465	505		504	571		495	535	
95% Queue Length, Q_{95} (veh)	1.6			1.8	0.4		0.2	6.3		0.2	3.8	
95% Queue Length, Q_{95} (ft)	40.6			45.7	10.2		5.1	160.0		5.1	96.5	
Control Delay (s/veh)	13.9			15.1	10.8		10.3	22.9		10.5	18.2	
Level of Service, LOS	B			C	B		B	C		B	C	
Approach Delay (s/veh) | LOS	13.9	B		14.0	B		22.0	C		17.4	C	
Intersection Delay (s/veh) | LOS	17.9						C					

HCS All-Way Stop Control Report

General and Site Information

Analyst	CB
Agency/Co.	Toole Design
Date Performed	3/25/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	Rerouting AM Peak
Project Description	Redondo Union High Access Study an...
Intersection	Diamond St at Del Amo St/Juanita Ave
Jurisdiction	Redondo Beach
East/West Street	Del Amo St/Juanita Ave
North/South Street	Diamond St
Peak Hour Factor	0.70

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	72	43	207	36	76	22	41	96	24	201	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	174			297	161		228			339		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.154			0.264	0.143		0.203			0.301		
Final Departure Headway, h_d (s)	6.65			7.23	6.23		6.29			6.33		
Final Degree of Utilization, x	0.321			0.596	0.278		0.399			0.595		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	4.65			4.93	3.93		4.29			4.33		

Capacity, Delay and Level of Service

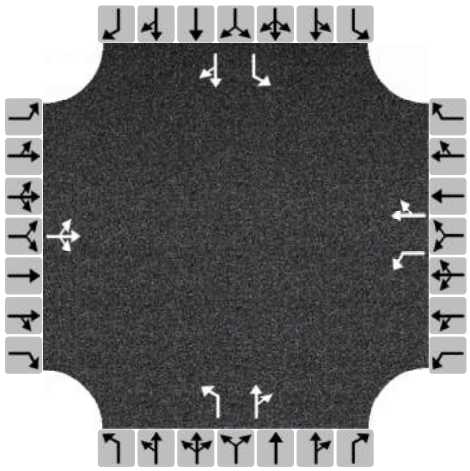
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	174			297	161		228			339		
Capacity (veh/h)	541			498	578		572			569		
95% Queue Length, Q_{95} (veh)	1.4			4.3	1.1		2.0			4.3		
95% Queue Length, Q_{95} (ft)	35.6			109.2	27.9		50.8			109.2		
Control Delay (s/veh)	12.8			20.4	11.3		13.4			18.5		
Level of Service, LOS	B			C	B		B			C		
Approach Delay (s/veh) | LOS	12.8	B		17.2	C		13.4	B		18.5	C	
Intersection Delay (s/veh) | LOS	16.2						C					

HCS All-Way Stop Control Report

General and Site Information

Analyst	CB
Agency/Co.	Toole Design
Date Performed	3/25/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	Existing PM Peak
Project Description	Redondo Union High Access Study an...
Intersection	Diamond St at Del Amo St/Juanita Ave
Jurisdiction	Redondo Beach
East/West Street	Del Amo St/Juanita Ave
North/South Street	Diamond St
Peak Hour Factor	0.70

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	9	46	18	120	50	20	9	100	124	17	127	15
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	TR		L	TR	
Flow Rate, v (veh/h)	105			172	100		13	321		24	204	
Percent Heavy Vehicles	2			2	2		2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.093			0.153	0.089		0.011	0.286		0.022	0.181	
Final Departure Headway, h_d (s)	6.44			6.78	6.07		6.57	5.67		6.70	6.12	
Final Degree of Utilization, x	0.187			0.324	0.169		0.024	0.506		0.045	0.346	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, t_s (s)	4.44			4.48	3.77		4.27	3.37		4.40	3.82	

Capacity, Delay and Level of Service

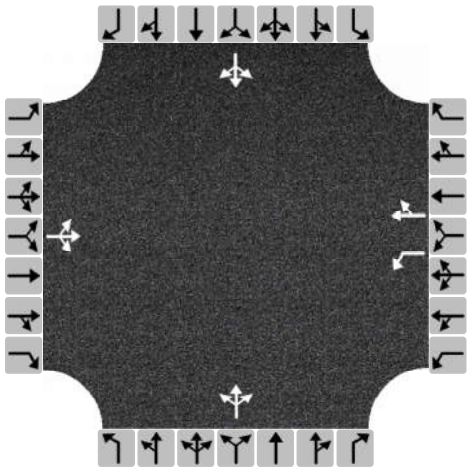
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	TR		L	TR	
Flow Rate, v (veh/h)	105			172	100		13	321		24	204	
Capacity (veh/h)	559			531	593		548	635		537	588	
95% Queue Length, Q_{95} (veh)	0.7			1.4	0.6		0.1	3.0		0.1	1.6	
95% Queue Length, Q_{95} (ft)	17.8			35.6	15.2		2.5	76.2		2.5	40.6	
Control Delay (s/veh)	10.9			12.7	10.0		9.4	14.2		9.7	12.1	
Level of Service, LOS	B			B	B		A	B		A	B	
Approach Delay (s/veh) | LOS	10.9	B		11.7	B		14.0	B		11.8	B	
Intersection Delay (s/veh) | LOS	12.5						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	CB
Agency/Co.	Toole Design
Date Performed	3/25/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	Rerouting PM Peak
Project Description	Redondo Union High Access Study an...
Intersection	Diamond St at Del Amo St/Juanita Ave
Jurisdiction	Redondo Beach
East/West Street	Del Amo St/Juanita Ave
North/South Street	Diamond St
Peak Hour Factor	0.70

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	9	46	18	172	50	50	9	56	109	17	127	15
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	105			247	143		250			228		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.093			0.219	0.128		0.222			0.203		
Final Departure Headway, h_d (s)	5.97			6.56	5.70		5.36			5.70		
Final Degree of Utilization, x	0.174			0.449	0.227		0.372			0.361		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.97			4.26	3.40		3.36			3.70		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	105			247	143		250			228		
Capacity (veh/h)	603			549	632		672			631		
95% Queue Length, Q_{95} (veh)	0.6			2.4	0.9		1.8			1.7		
95% Queue Length, Q_{95} (ft)	15.2			61.0	22.9		45.7			43.2		
Control Delay (s/veh)	10.2			14.6	10.1		11.5			11.9		
Level of Service, LOS	B			B	B		B			B		
Approach Delay (s/veh) | LOS	10.2	B		12.9	B		11.5	B		11.9	B	
Intersection Delay (s/veh) | LOS	12.0						B					

G. HCS REPORT EXISTING AND PROPOSED CONDITIONS - FRANCISCA AVENUE AND DIAMOND ST

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	204	5	22	183	15	1	0	0	12	0	21
Future Vol, veh/h	15	204	5	22	183	15	1	0	0	12	0	21
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	304	7	33	273	22	1	0	0	18	0	31
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	11	10.6	8.8	8.6
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	100%	0%	100%	0%	36%
Vol Thru, %	0%	0%	98%	0%	92%	0%
Vol Right, %	0%	0%	2%	0%	8%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	15	209	22	198	33
LT Vol	1	15	0	22	0	12
Through Vol	0	0	204	0	183	0
RT Vol	0	0	5	0	15	21
Lane Flow Rate	1	22	312	33	296	49
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.002	0.034	0.425	0.05	0.4	0.07
Departure Headway (Hd)	5.743	5.428	4.909	5.431	4.875	5.142
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	622	661	736	661	739	696
Service Time	3.79	3.15	2.631	3.152	2.596	3.179
HCM Lane V/C Ratio	0.002	0.033	0.424	0.05	0.401	0.07
HCM Control Delay, s/veh	8.8	8.3	11.2	8.4	10.8	8.6
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0	0.1	2.1	0.2	1.9	0.2

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	204	5	22	183	15	1	0	0	12	0	21
Future Vol, veh/h	15	204	5	22	183	15	1	0	0	12	0	21
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	304	7	33	273	22	1	0	0	18	0	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	10.3	8.7	8.5
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	7%	10%	36%
Vol Thru, %	0%	91%	83%	0%
Vol Right, %	0%	2%	7%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	224	220	33
LT Vol	1	15	22	12
Through Vol	0	204	183	0
RT Vol	0	5	15	21
Lane Flow Rate	1	334	328	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.409	0.4	0.069
Departure Headway (Hd)	5.656	4.4	4.386	5.056
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	631	819	821	707
Service Time	3.703	2.419	2.405	3.097
HCM Lane V/C Ratio	0.002	0.408	0.4	0.069
HCM Control Delay, s/veh	8.7	10.4	10.3	8.5
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0	2	1.9	0.2

Intersection	
Intersection Delay, s/veh	21
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	145	131	24	201	11	123	36	6	6	72	43
Future Vol, veh/h	22	145	131	24	201	11	123	36	6	6	72	43
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	216	196	36	300	16	184	54	9	9	107	64
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	25.5	20.4	18.5	14.3
HCM LOS	D	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	77%	0%	7%	10%	5%
Vol Thru, %	23%	0%	49%	85%	60%
Vol Right, %	0%	100%	44%	5%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	6	298	236	121
LT Vol	123	0	22	24	6
Through Vol	36	0	145	201	72
RT Vol	0	6	131	11	43
Lane Flow Rate	237	9	445	352	181
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.517	0.017	0.752	0.636	0.363
Departure Headway (Hd)	7.837	6.72	6.09	6.496	7.233
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	458	528	592	553	500
Service Time	5.631	4.514	4.177	4.589	5.233
HCM Lane V/C Ratio	0.517	0.017	0.752	0.637	0.362
HCM Control Delay, s/veh	18.8	9.6	25.5	20.4	14.3
HCM Lane LOS	C	A	D	C	B
HCM 95th-tile Q	2.9	0.1	6.6	4.4	1.6

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	196	1	9	169	16	4	0	14	11	0	22
Future Vol, veh/h	15	196	1	9	169	16	4	0	14	11	0	22
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	284	1	13	245	23	6	0	20	16	0	32
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	10.6	10.4	8.2	8.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	100%	0%	100%	0%	33%
Vol Thru, %	0%	0%	99%	0%	91%	0%
Vol Right, %	78%	0%	1%	0%	9%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	15	197	9	185	33
LT Vol	4	15	0	9	0	11
Through Vol	0	0	196	0	169	0
RT Vol	14	0	1	0	16	22
Lane Flow Rate	26	22	286	13	268	48
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.036	0.033	0.392	0.02	0.366	0.067
Departure Headway (Hd)	4.967	5.447	4.941	5.473	4.91	5.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	718	658	728	655	732	712
Service Time	3.014	3.175	2.669	3.201	2.638	3.062
HCM Lane V/C Ratio	0.036	0.033	0.393	0.02	0.366	0.067
HCM Control Delay, s/veh	8.2	8.4	10.8	8.3	10.5	8.4
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.1	0.1	1.9	0.1	1.7	0.2

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	100	124	17	127	15	120	50	20	9	46	18
Future Vol, veh/h	9	100	124	17	127	15	120	50	20	9	46	18
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	145	180	25	184	22	174	72	29	13	67	26
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay, s/veh	14.5	12.2	14.5	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	0%	100%	0%	100%	0%	12%
Vol Thru, %	29%	0%	0%	45%	0%	89%	63%
Vol Right, %	0%	100%	0%	55%	0%	11%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	20	9	224	17	142	73
LT Vol	120	0	9	0	17	0	9
Through Vol	50	0	0	100	0	127	46
RT Vol	0	20	0	124	0	15	18
Lane Flow Rate	246	29	13	325	25	206	106
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.461	0.046	0.024	0.521	0.047	0.357	0.196
Departure Headway (Hd)	6.73	5.663	6.683	5.781	6.829	6.245	6.677
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	629	534	620	522	574	534
Service Time	4.492	3.424	4.446	3.544	4.598	4.013	4.758
HCM Lane V/C Ratio	0.46	0.046	0.024	0.524	0.048	0.359	0.199
HCM Control Delay, s/veh	15.2	8.7	9.6	14.7	9.9	12.5	11.4
HCM Lane LOS	C	A	A	B	A	B	B
HCM 95th-tile Q	2.4	0.1	0.1	3	0.1	1.6	0.7

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	196	1	9	169	16	4	0	14	11	0	22
Future Vol, veh/h	15	196	1	9	169	16	4	0	14	11	0	22
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	284	1	13	245	23	6	0	20	16	0	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	9.7	8.1	8.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	7%	5%	33%
Vol Thru, %	0%	92%	87%	0%
Vol Right, %	78%	0%	8%	67%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	212	194	33
LT Vol	4	15	9	11
Through Vol	0	196	169	0
RT Vol	14	1	16	22
Lane Flow Rate	26	307	281	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.377	0.343	0.065
Departure Headway (Hd)	4.869	4.42	4.397	4.924
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	814	818	726
Service Time	2.911	2.441	2.419	2.963
HCM Lane V/C Ratio	0.035	0.377	0.344	0.066
HCM Control Delay, s/veh	8.1	10.1	9.7	8.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	1.8	1.5	0.2

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	100	124	17	127	15	120	50	20	9	46	18
Future Vol, veh/h	9	100	124	17	127	15	120	50	20	9	46	18
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	145	180	25	184	22	174	72	29	13	67	26
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	13.2	11.9	14.1	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	71%	0%	4%	11%	12%
Vol Thru, %	29%	0%	43%	80%	63%
Vol Right, %	0%	100%	53%	9%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	20	233	159	73
LT Vol	120	0	9	17	9
Through Vol	50	0	100	127	46
RT Vol	0	20	124	15	18
Lane Flow Rate	246	29	338	230	106
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.452	0.045	0.489	0.361	0.178
Departure Headway (Hd)	6.601	5.531	5.21	5.638	6.045
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	544	645	689	634	590
Service Time	4.358	3.288	3.268	3.704	4.119
HCM Lane V/C Ratio	0.452	0.045	0.491	0.363	0.18
HCM Control Delay, s/veh	14.7	8.6	13.2	11.9	10.4
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	2.3	0.1	2.7	1.6	0.6

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	145	131	24	201	11	123	36	6	6	72	43
Future Vol, veh/h	22	145	131	24	201	11	123	36	6	6	72	43
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	216	196	36	300	16	184	54	9	9	107	64
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay, s/veh	26.4	20	19	15.7
HCM LOS	D	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	77%	0%	100%	0%	100%	0%	5%
Vol Thru, %	23%	0%	0%	53%	0%	95%	60%
Vol Right, %	0%	100%	0%	47%	0%	5%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	6	22	276	24	212	121
LT Vol	123	0	22	0	24	0	6
Through Vol	36	0	0	145	0	201	72
RT Vol	0	6	0	131	0	11	43
Lane Flow Rate	237	9	33	412	36	316	181
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.526	0.017	0.068	0.76	0.076	0.624	0.388
Departure Headway (Hd)	7.975	6.859	7.494	6.641	7.65	7.099	7.725
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	519	476	544	467	506	464
Service Time	5.753	4.637	5.265	4.411	5.424	4.873	5.816
HCM Lane V/C Ratio	0.525	0.017	0.069	0.757	0.077	0.625	0.39
HCM Control Delay, s/veh	19.3	9.8	10.8	27.6	11.1	21	15.7
HCM Lane LOS	C	A	B	D	B	C	C
HCM 95th-tile Q	3	0.1	0.2	6.7	0.2	4.2	1.8

H. STAKEHOLDER ENGAGEMENT SUMMARY

TOOLE DESIGN

742 SOUTH HILL STREET
SUITE 600
LOS ANGELES, CA 90014

213.257.8680
TOOLEDESIGN.COM

MEMORANDUM

January 17, 2025

To: Ryan Liu
Organization: City of Redondo Beach
From: Sofia Pollmann, PE
Project: Redondo Union High School Access Study and Design

Re: Stakeholder Meeting Summary

Attendees

1/8/2025 – General Stakeholder Meeting

Ryan Liu – Redondo Beach

Sofia Pollmann – Toole Design

Adam Vest – Toole Design

Nikki Vasquez – PTA/Resident

Annette Alpern – Deputy Superintendent/RBUSD

Brian Regan – Division Chief RBFD

Liam Wash – South Bay Bicycle Coalition.

Chuck Prestia – RBPD

1/16/2025 – Student Stakeholder Meeting

Ryan Liu

Sofia Pollmann

Vincent Huynh – RUHS Student, takes bus and is driven by his parent to school

Kaia Weiss – RUHS Student, walks to school

Kick-off Question: What would make Diamond Street a safer, more enjoyable place to travel?

Improvements for Diamond Street Safety: 🚴 Protected bike lanes 🚸 Safer crossings 🌳 Beautification

Takeaways

Stop Signs

- Nikki highlighted the issue of teenagers not stopping at stop signs, causing anxiety for drivers.
- Participants discussed the effectiveness of stop signs and the behavior of teenagers at intersections. The consensus was that the main issue is not the lack of stop signs but the teenagers' disregard for them, leading to potential accidents and conflicts (though in many of the crashes reported, the driver was at fault and the person biking ended up injured)

Conflicts

- Participants discussed specific concerns along the study area, including the intersection **of** Del Amo and Diamond Street. **S**eparating bike and car traffic was mentioned as a potential solution.
- Nikki suggested a crossing guard might help with conflicts at Del Amo and Diamond, but Chuck mentioned that crossing guards are prioritized for elementary and middle schools.
- Students go to Starbucks after school and bike and park on the sidewalk causing bike and pedestrian conflicts.

Bond Measure

School District Plans

- Annette discussed the bond measure that passed, which includes plans to convert a portion of the Redondo Union High School campus (Francisca Ave) into a vehicular turn-around drop-off area. This is expected to alleviate some of the traffic congestion on Diamond Street.
- The proposed turn-around drop-off area will involve converting part of the sidewalk to create a larger space for vehicles to enter, turn around, and exit. This will also include restriping parking spaces for staff and creating a designated drop-off zone for parents.

Traffic Circulation

- Annette shared her personal experience of navigating the school area and suggested that the new drop-off zone would help families coming from the north or south to use Pacific Coast Highway for drop-offs, reducing congestion on Diamond Street.
- The school board would need to approve any alternative proposals for the turn-around drop-off area. While the current plan is written into the facility master plan, the board is open to considering other options if presented.
- Annette mentioned that changes to the circulation on Sea Hawk Way, such as making it one-way during certain hours, was one of their goals already.

Bike Parking

- Annette mentioned that the school district is open to adding more bike parking to reduce conflicts between bikes and vehicles and the school would like to keep bike parking around the perimeter of the campus for safety reasons.

Student Input

Beautification

- Updating the outdated fences bordering the sidewalk/parking lot on Diamond St. and repainting the wall.
- The parking lot by the pool entrance also needs beautification.
- Adding more trees along Diamond Street would enhance the area

Pick-Up and Drop-Off Areas

- The Del Amo entrance to the school parking lot is less congested and easier to navigate.
- On game days when the parking lot is full, walking through the parking lot is tricky.
- The students suggested creating additional drop-off locations, particularly near the faculty parking lot (Francisca Ave), to alleviate congestion and improve traffic flow.

E-Bike Safety Concerns

- The students shared that while some E-bike drivers are responsible, others are reckless, causing safety concerns for pedestrians and drivers.
- While E-bikes can be an issue due to reckless riders, the main issue with E-bikes is the overcrowding and traffic congestion caused by having a single central parking spot for E-bikes. Vincent suggested creating multiple parking spots to distribute the traffic and reduce congestion.

Bus Transportation Issues

- Long lines for the express bus are due to its limited availability and the fact that it bypasses the transit center, making it the fastest option for students who live far from the school. Vincent mentioned that the normal bus route takes an extra 20 minutes due to the transit center stop.
- Recommendation to add more than one express bus to accommodate the high demand and reduce the long lines. Vincent noted that this would help students who have classes on the other side of the school and find it difficult to make it to the express bus stop on time.
- Kaia mentioned that her friend's schedule is dictated by the bus schedule, and she sometimes has to miss tutoring sessions to ensure she catches the express bus.
- There is a need for better bus transportation options to accommodate students' schedules.

Parking Lot Challenges

- The students highlighted issues with the parking lot near the pool entrance, including difficulty navigating when crowded and the need for an additional entrance and exit to improve traffic flow.
- Kaia observed that cars often double park in the parking lot, which further complicates navigation and contributes to congestion.

Speeding and Crashes

- The students mentioned speeding issues, particularly on Juanita and downhill towards PCH.
- E-bike riders tend to speed downhill towards PCH, often performing wheelies and other stunts. This behavior creates a dangerous situation for both pedestrians and cars, especially at the crosswalk for the bus stop at Helena.

Next Steps

- Schedule Community Meeting - Encourage meeting participants to attend and share the word about the upcoming public meeting
- ~~Meet with students to gather their perspectives~~
- Focus on: limiting conflict points, improving predictability and encouraging better behavior through design.
- Think about: how to best get each user thinking about the other modes' perspective.

I. COMMUNITY ENGAGEMENT SUMMARY

Redondo Union High Access Study

Community Meeting

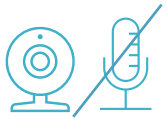
February 19, 2025

TOOLE DESIGN

REDONDO BEACH

Meeting Format

Today's meeting is being recorded



Attendee cameras are encouraged, and microphones are muted.

Questions can be submitted throughout the presentation using the chat function.

Mentimeter – interactive polling software to gather your input throughout the presentation.

TOOLE DESIGN

Agenda

- Introductions
- Project Overview
- Existing Conditions
- Concepts and Discussion
- Next Steps

TOOLE DESIGN

TOOLE DESIGN

Introductions

Presenters

Todd Loewenstein

City of Redondo Beach

Council Member

Ryan Liu

City of Redondo Beach

Project Manager

Adam Vest

Toole Design

Principal Engineer

Sofia Pollmann

Toole Design

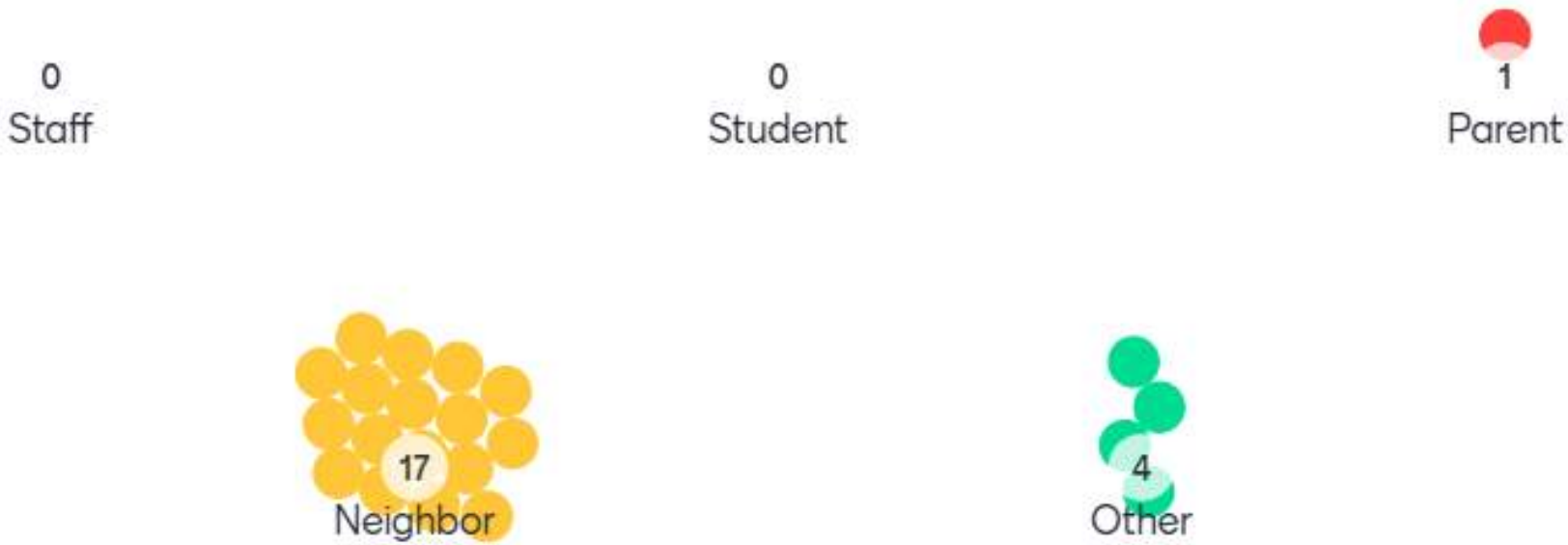
Project Manager (Engineer)

TOOLE DESIGN

Join at menti.com | use code 9536 5554

Mentimeter

What's your relation to the school? (staff, student, parent, neighbor, etc)



20

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Mentimeter

How do you get to and from the Redondo Union High School area?

39 responses

TOOLE DESIGN

Project Overview

Purpose

- Gather **data and community input** on the experience of traveling in the study area
- Identify short-term treatments that create a **safer and more accessible Diamond Street**
- Provide **recommendations** on **pickup and drop-off zones** at RUHS
- Potentially **implement "quick-build" changes** as part of Diamond Street repaving.

TOOLE DESIGN

Project Timeline

TOOLE DESIGN

What does the RUHS area look like today?

Project Area

Diamond Street between N Helberta Avenue and N Irena Ave

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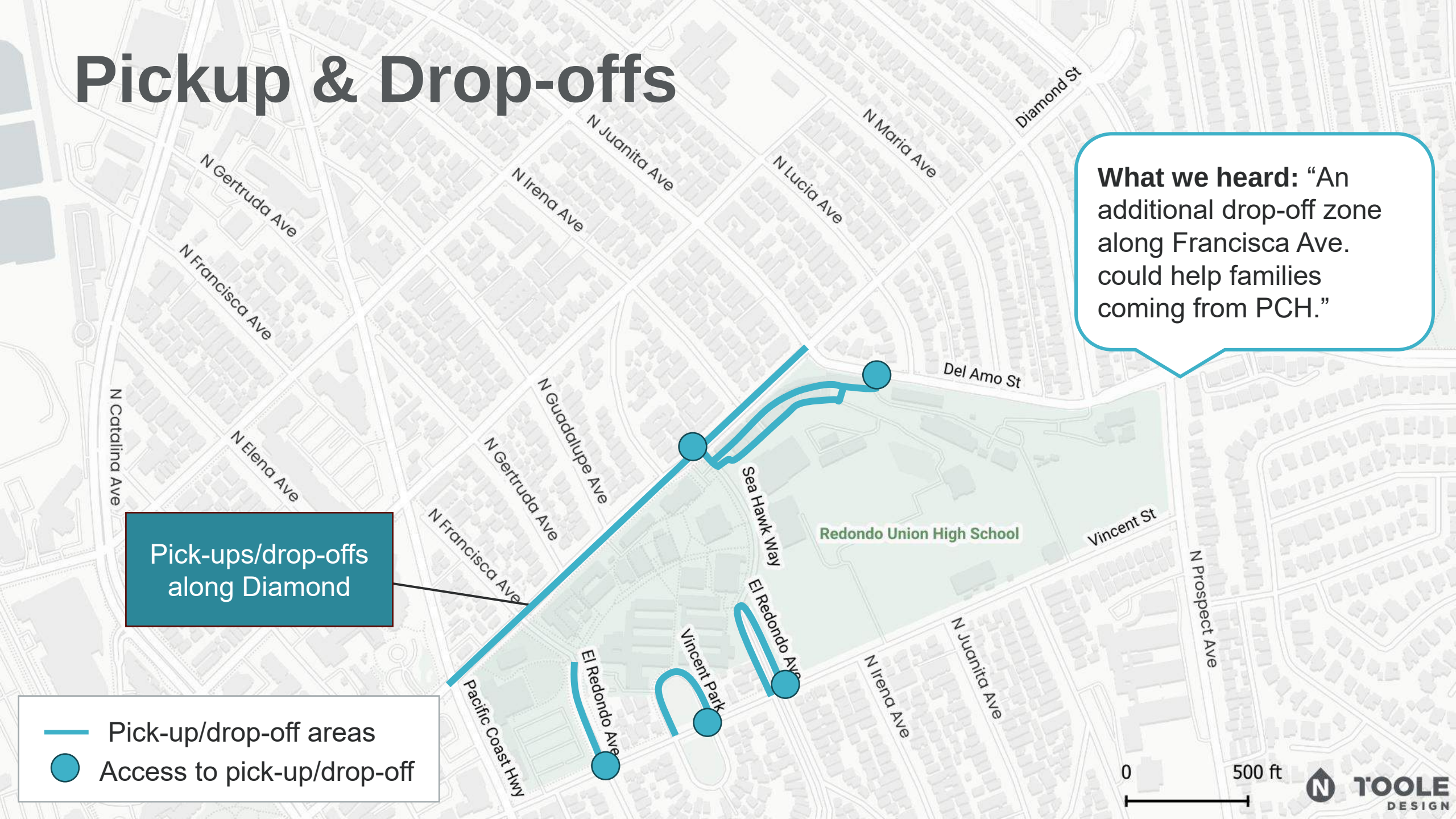
Pickup & Drop-offs



What we heard: "An additional drop-off zone along Francisca Ave. could help families coming from PCH."

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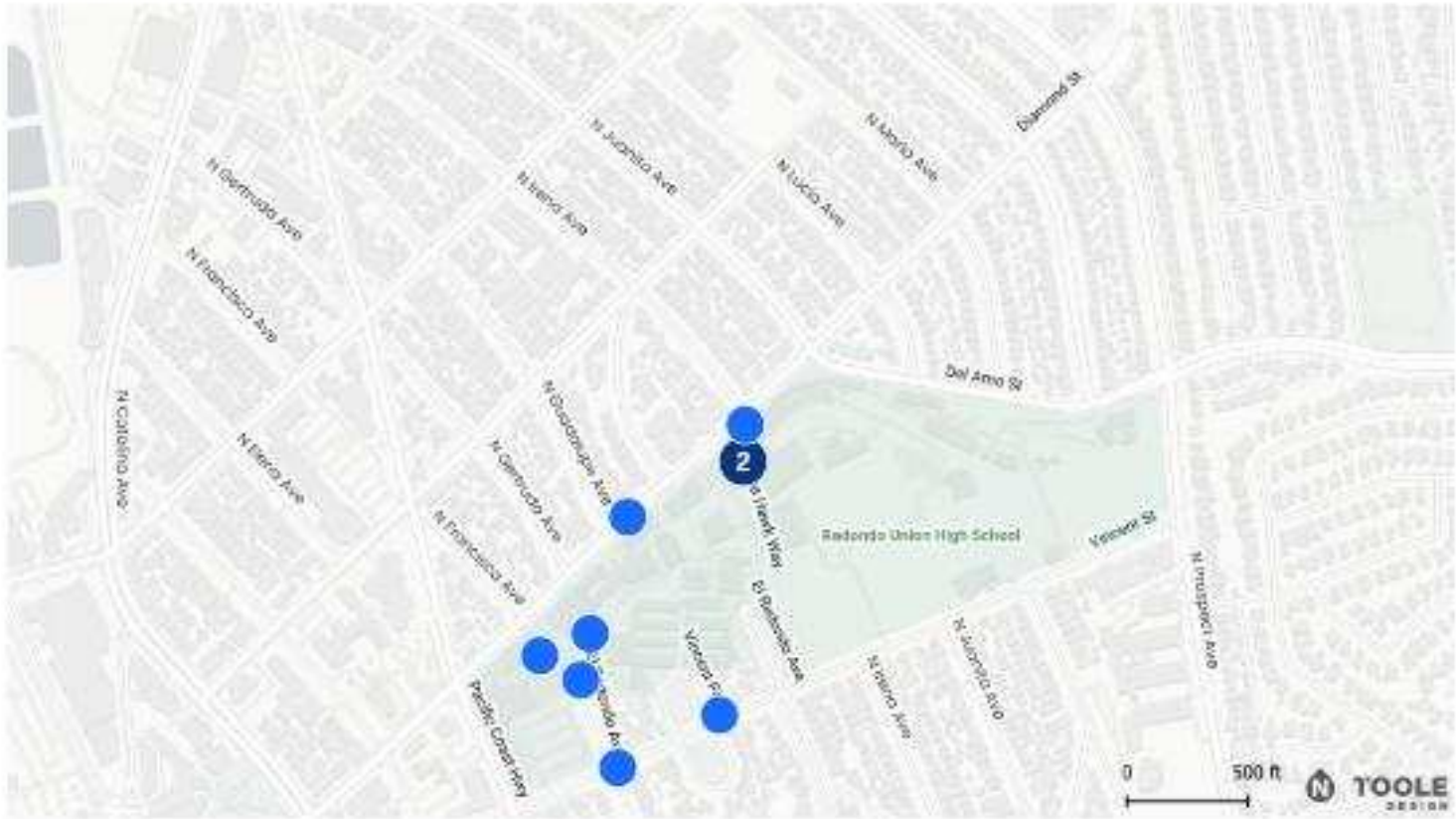
Mentimeter

Parents: Where do you prefer to pick up students?



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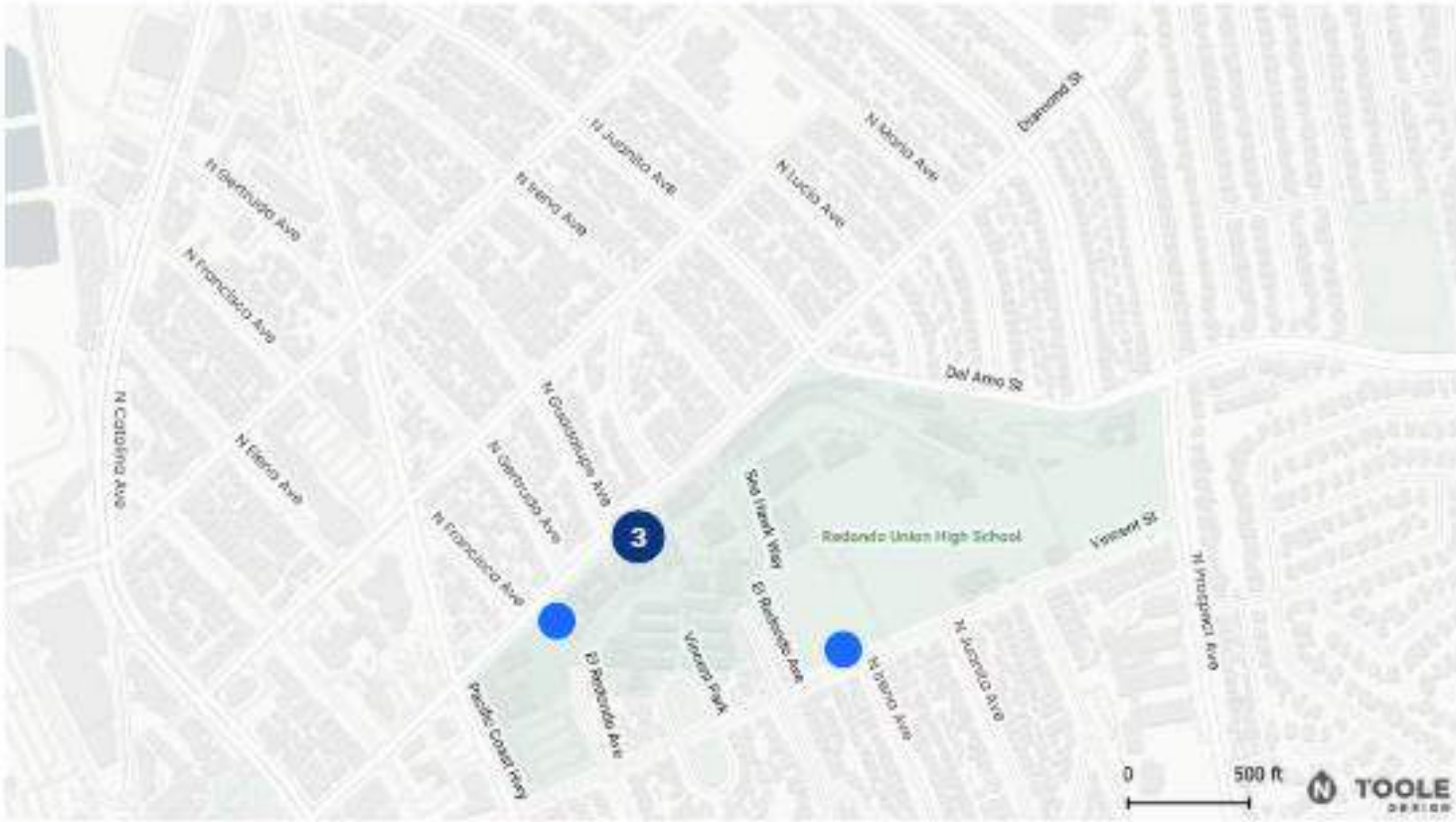
Mentimeter

Parents: Where do you prefer to drop off students?



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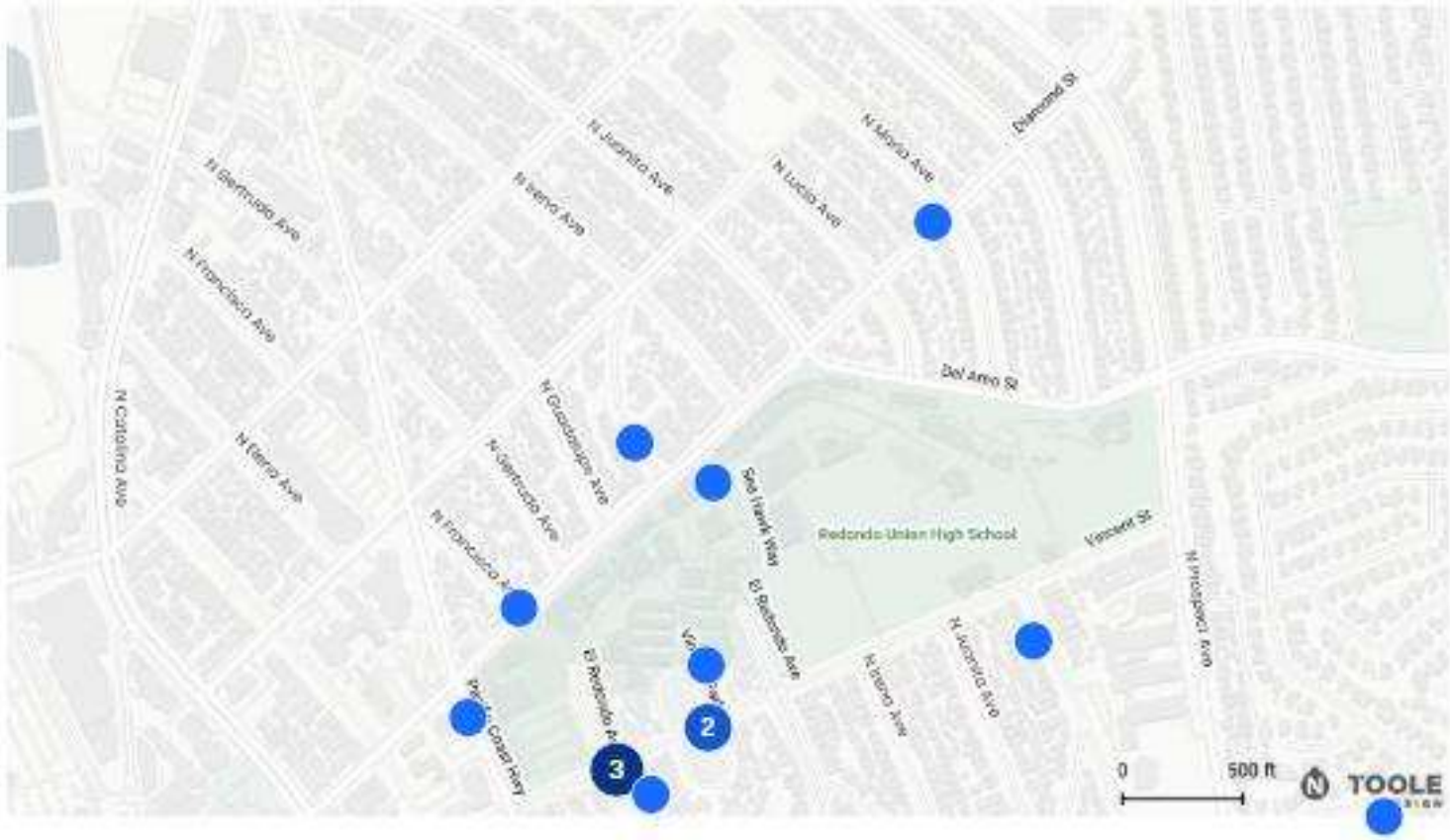
Mentimeter

Neighbors: Where do you typically see traffic backups during school hours?



Bike Count

	2022 – 2023[1]	2023 – 2024[2]
Bikes	162 bikes (121 e-bikes)	~300 bikes
Enrollment	3,005 students	2,971 students

[1] 2023 Beach Cities Health District Report

[2] 2024 October Field Visit

TOOLE DESIGN

Bicycling

What we heard: "The Sea Hawk Way entrance is overcrowded with people trying to enter and exit (bikes, vehicles)"

Count timeframe: 7:30 AM – 8:30 AM
Wednesday, November 8, 2023

TOOLE DESIGN

Join at menti.com | use code 9536 5554

Mentimeter

Students biking: Where would you want to see additional bike parking?

Note: based on the results, these dots were placed by neighbors, not students

Bike Lanes

Bike Lane

+ Designated lane for bikes
– Conflicts – parking, door zone, double parking

Buffered Bike Lane

+ Designated lane for bikes, more space
– Conflicts – parking, double parking

Protected Bike Lane

+ More protection, less conflicts
– Loss of parking at intersections and driveways

TOOLE DESIGN

Bike Lane

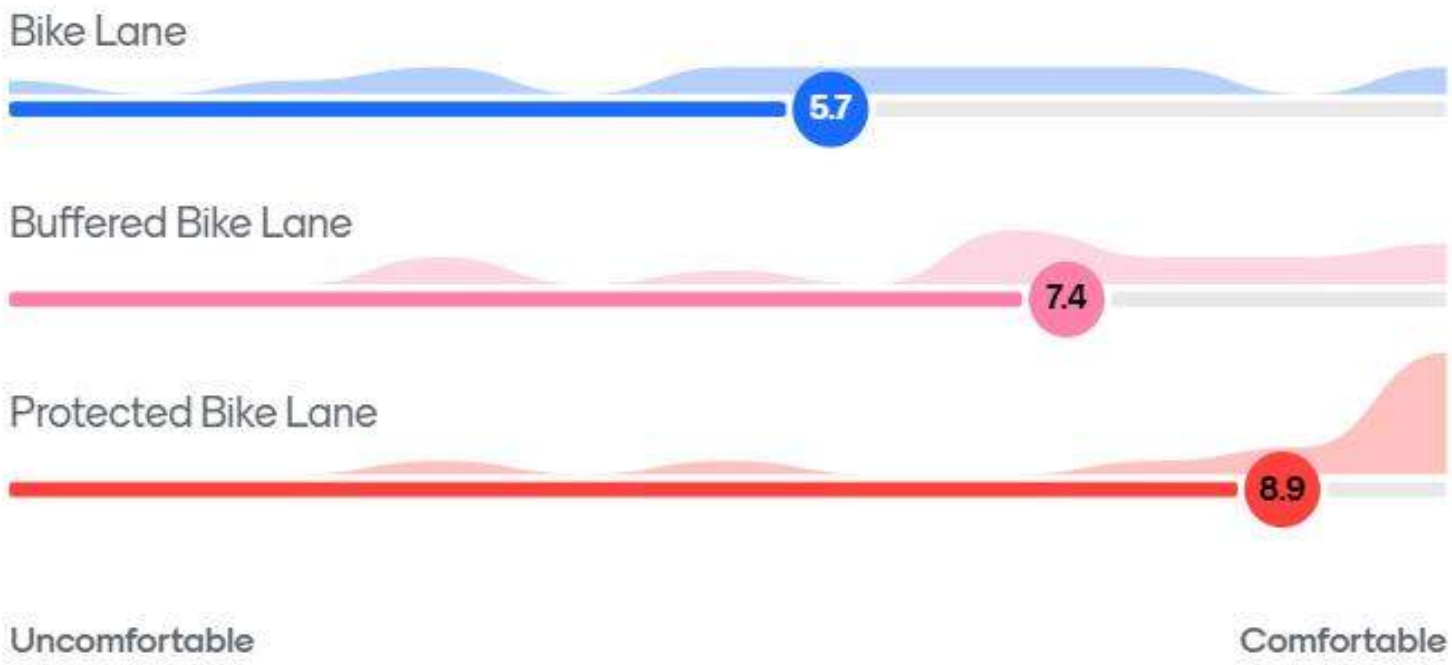
Buffered Bike Lane

Protected Bike Lane

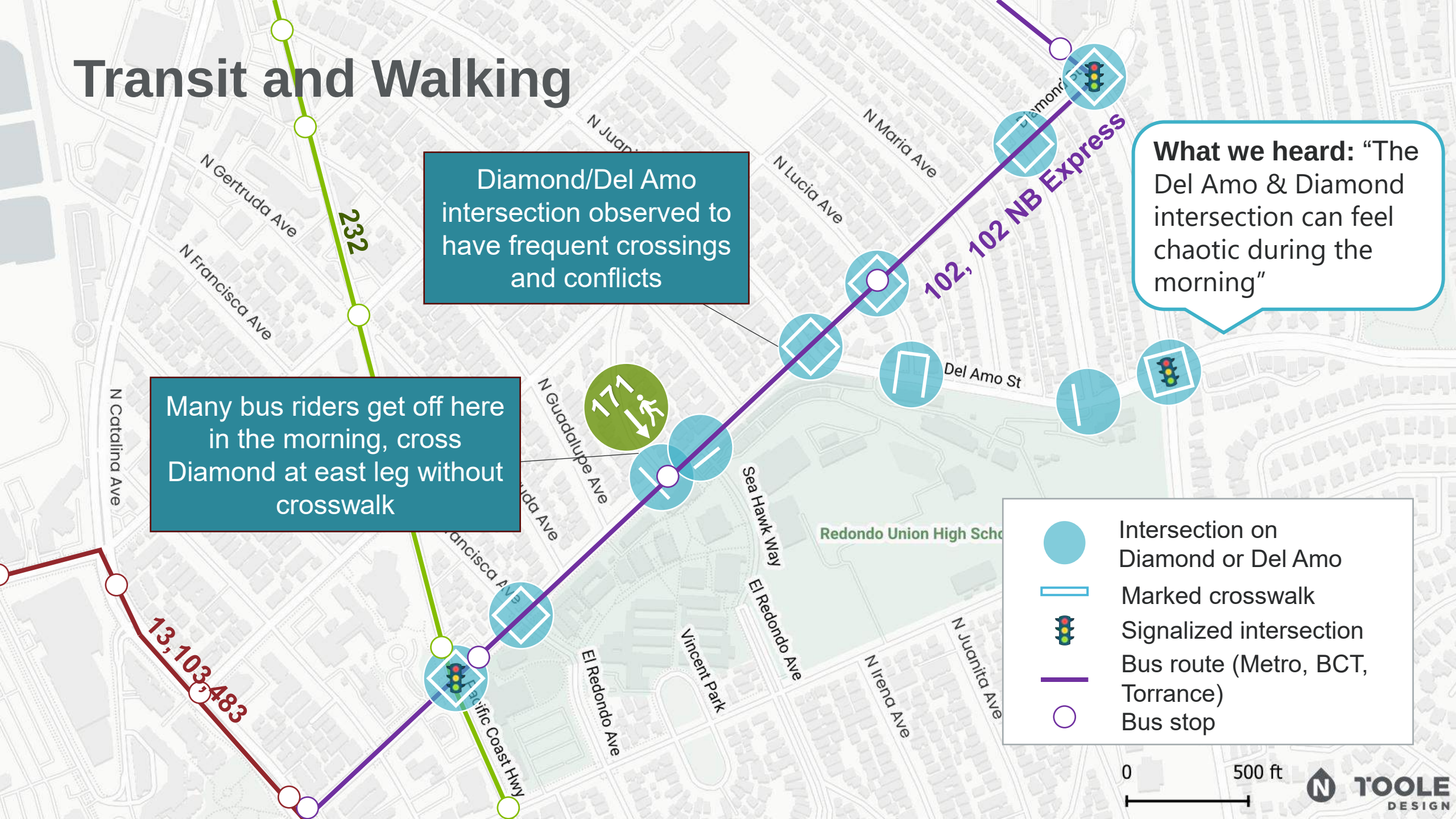
Join at menti.com | use code 9536 5554

Mentimeter

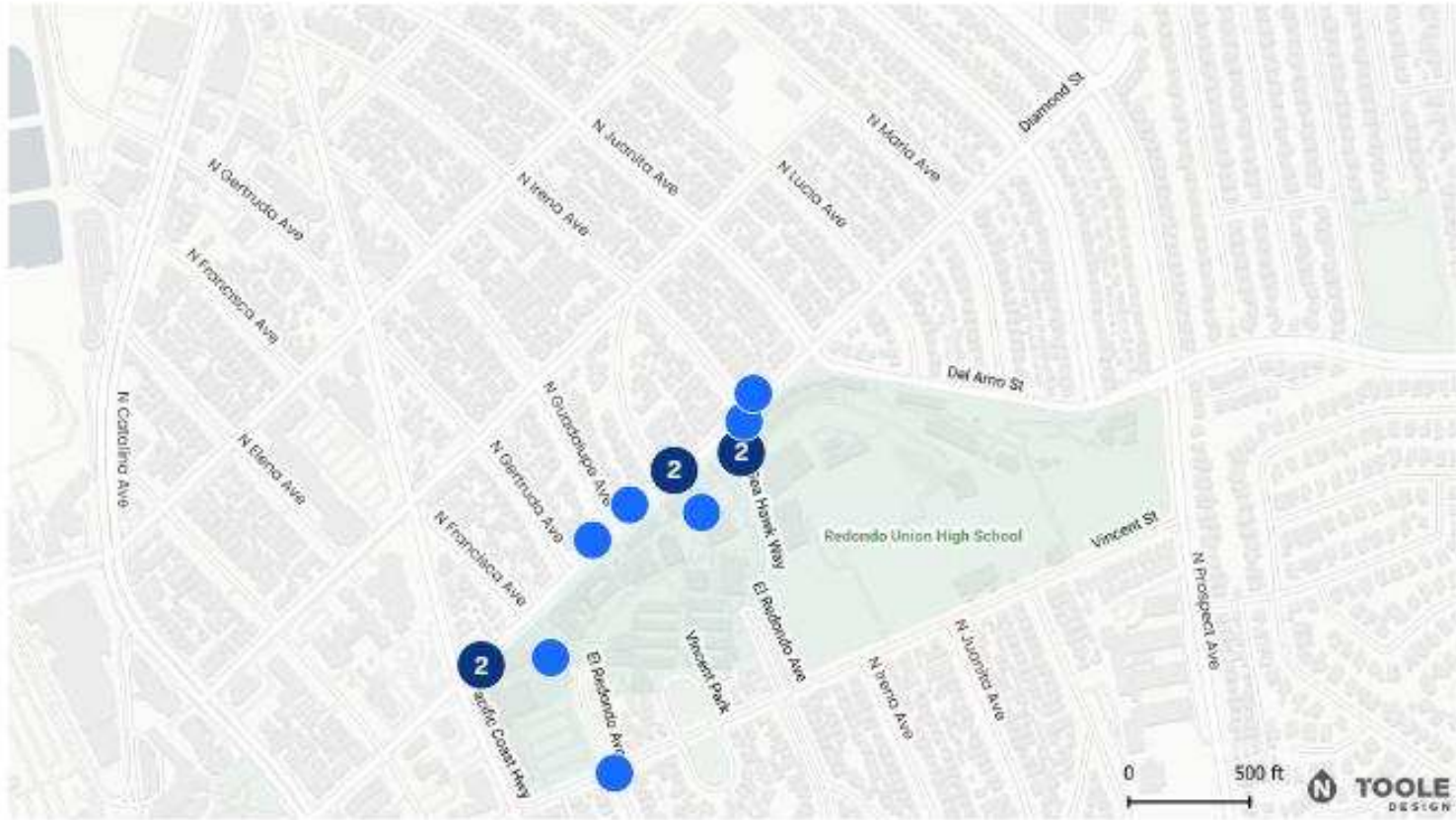
Everyone: how comfortable would you feel biking in or driving next to:



Transit and Walking

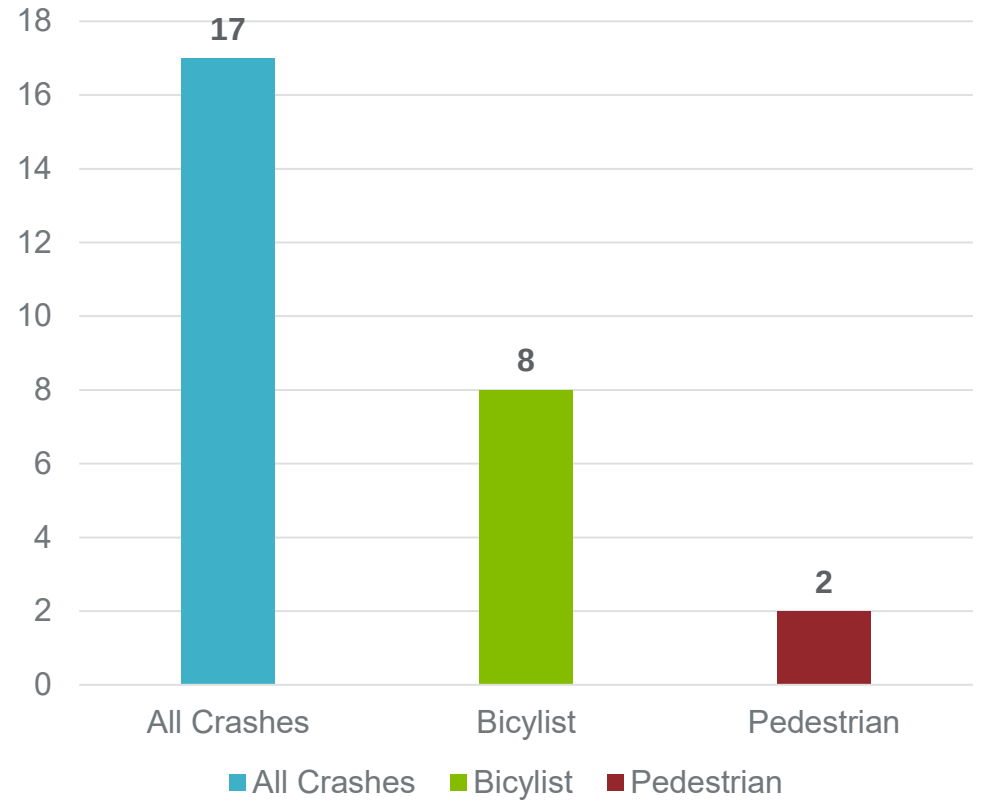


People walking and taking bus: Which intersection do you feel needs the most improvement?



Crashes on Diamond Street

Crashes involving bicyclists and pedestrians made up **47%** of total crashes recorded along Diamond St between Dec. 2019 and June 2024.

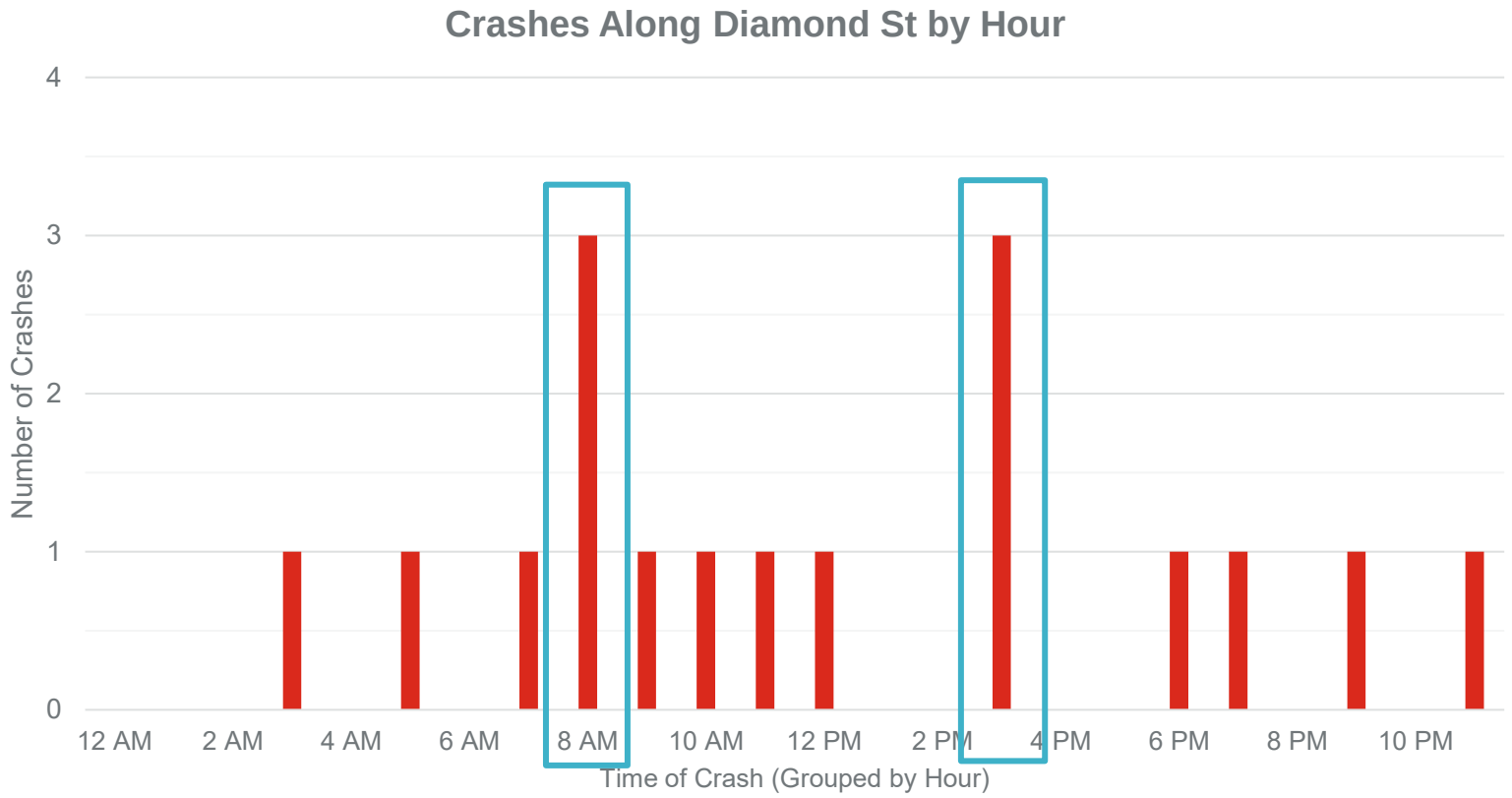


TOOLE DESIGN

Source: Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024); Redondo Beach Traffic Engineering

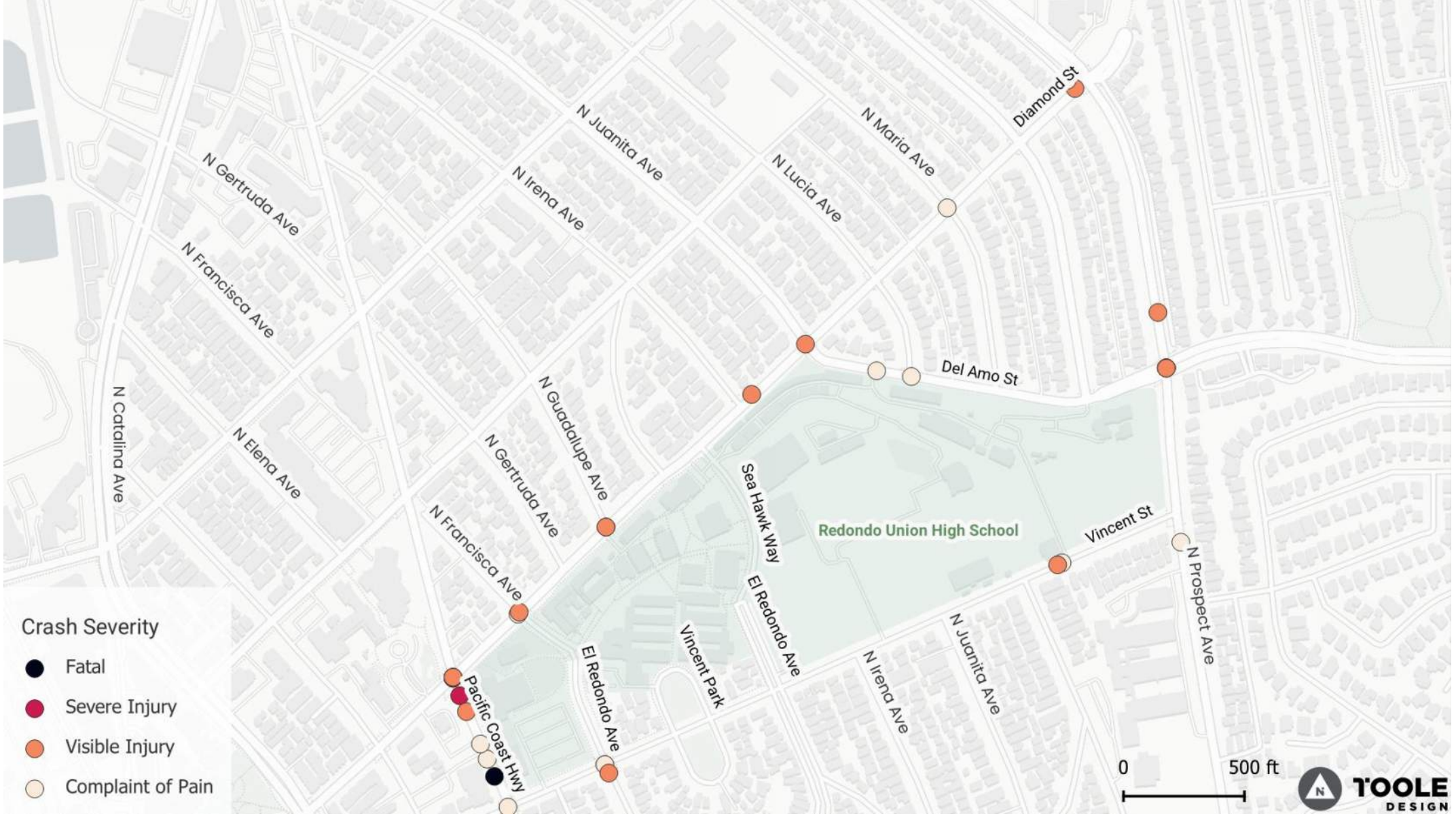
Crashes on Diamond Street

6 crashes occurred during school arrival and dismissal times, between Dec. 2019 and June 2024.



TOOLE DESIGN

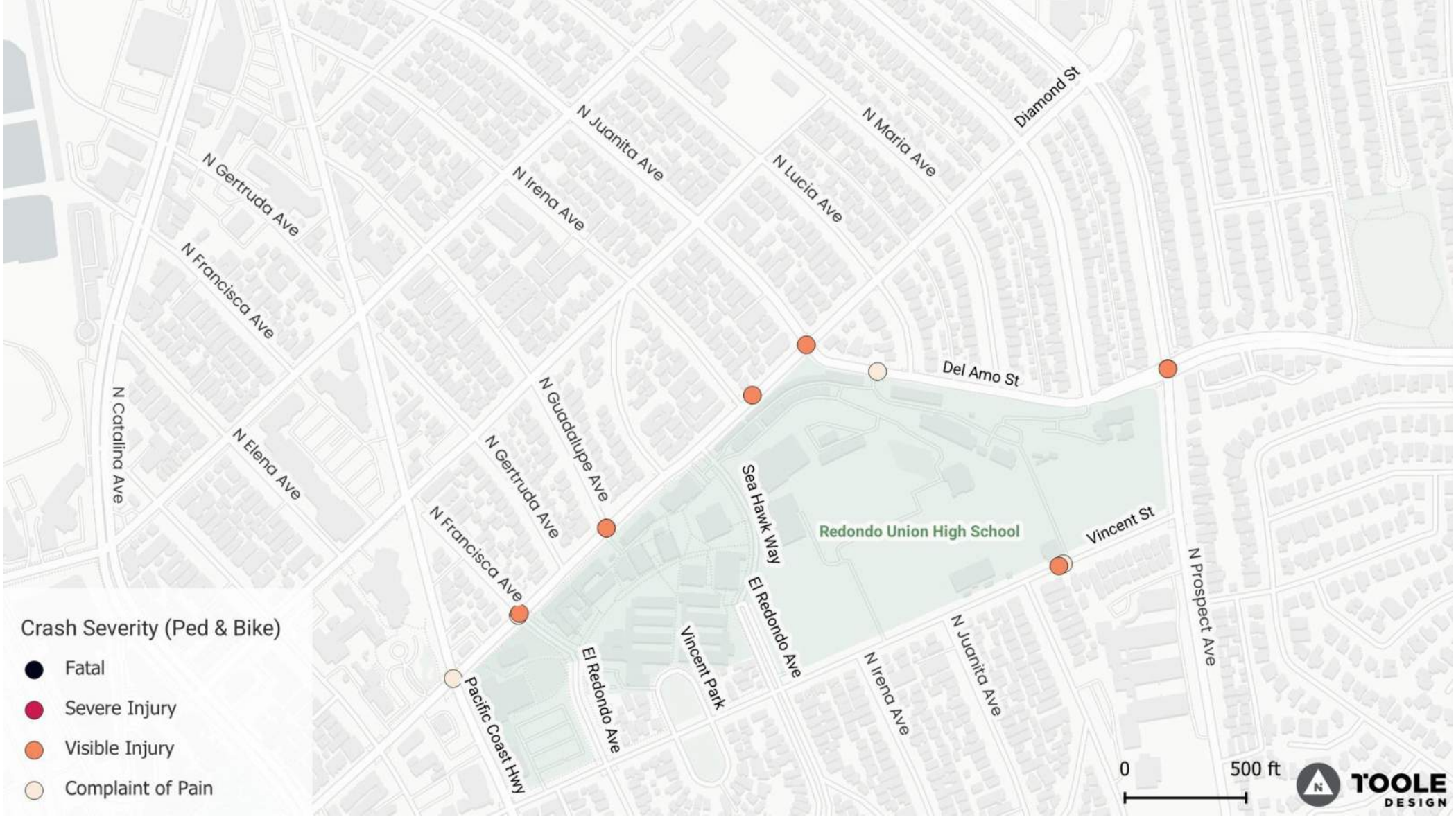
Source: Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024); Redondo Beach Traffic Engineering



All Crashes in the Redondo Union High Study Area

TOOLE DESIGN

Source: Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024)



Ped and Bicyclist Injury Crashes in the Redondo Union High Study Area

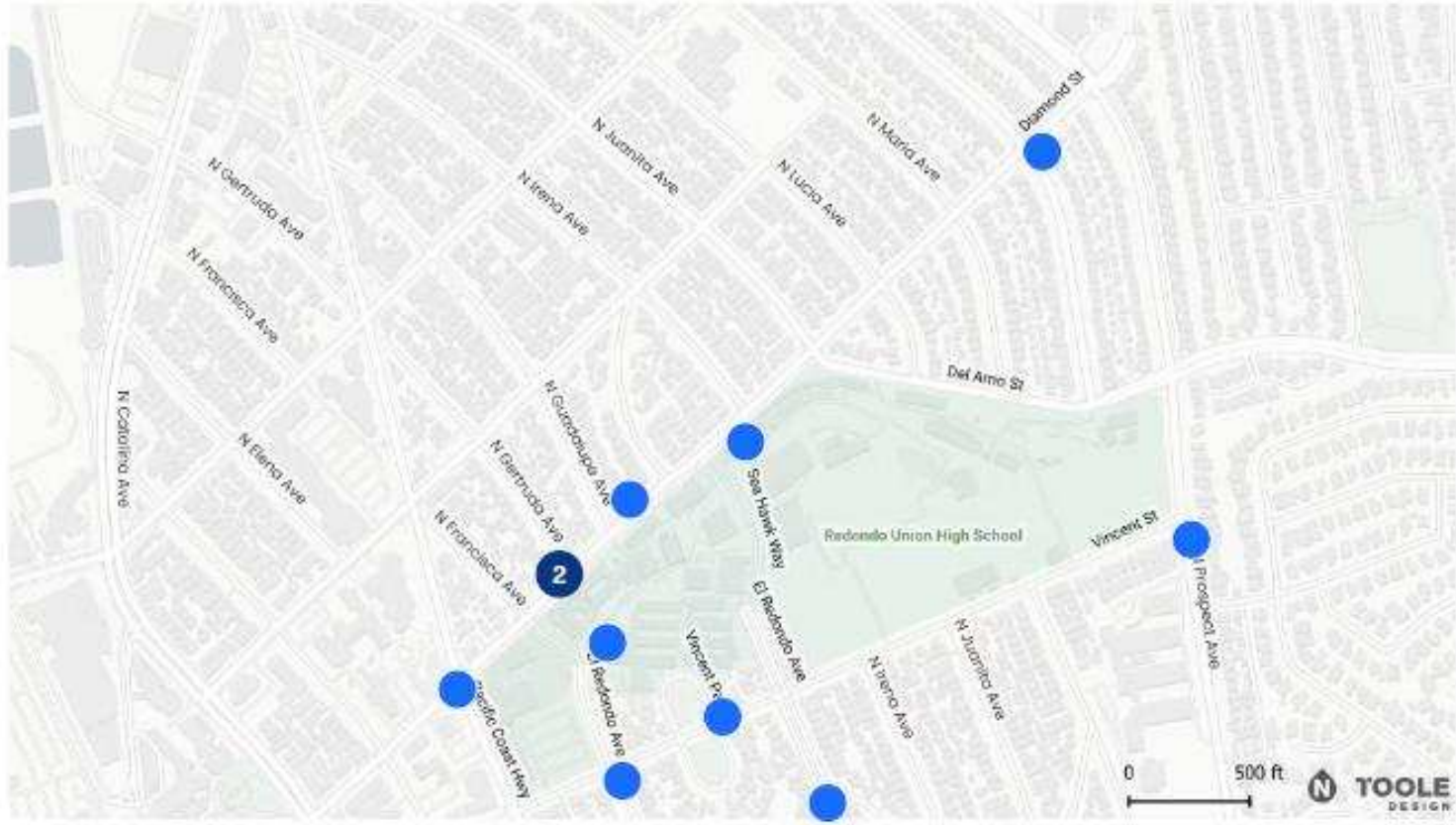
TOOLE DESIGN

Source: Transportation Injury Mapping System (TIMS) Crash Data (Dec 2019 – June 2024)

Join at menti.com | use code 9536 5554

Mentimeter

Everyone: Please identify any locations along Diamond Street that you experienced or witnessed a near-miss.



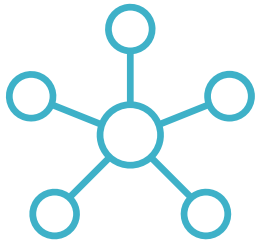
TOOLE DESIGN

Diamond Street Preliminary Concepts

How we reached these preliminary concepts

Safety

Reducing conflicts between people biking, driving, and walking

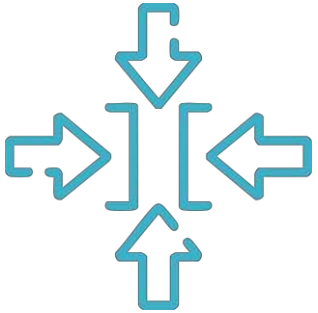


Access

Ensuring facilities meet the needs of all users

Guidance

Using latest national and state guidance



Constraints

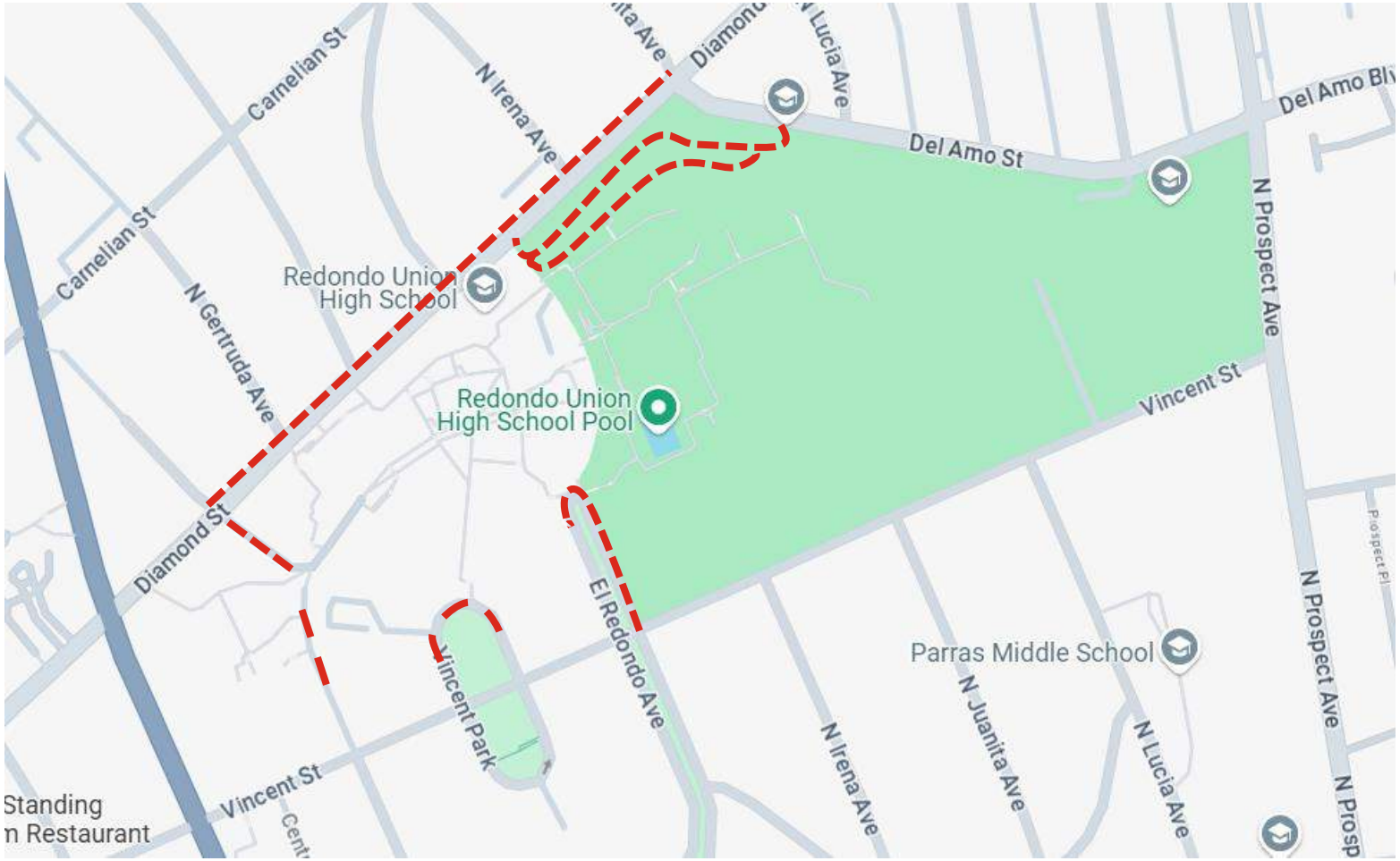
Working within the available space

TOOLE DESIGN

Pickup and Drop-off Considerations

Currently looking to add:

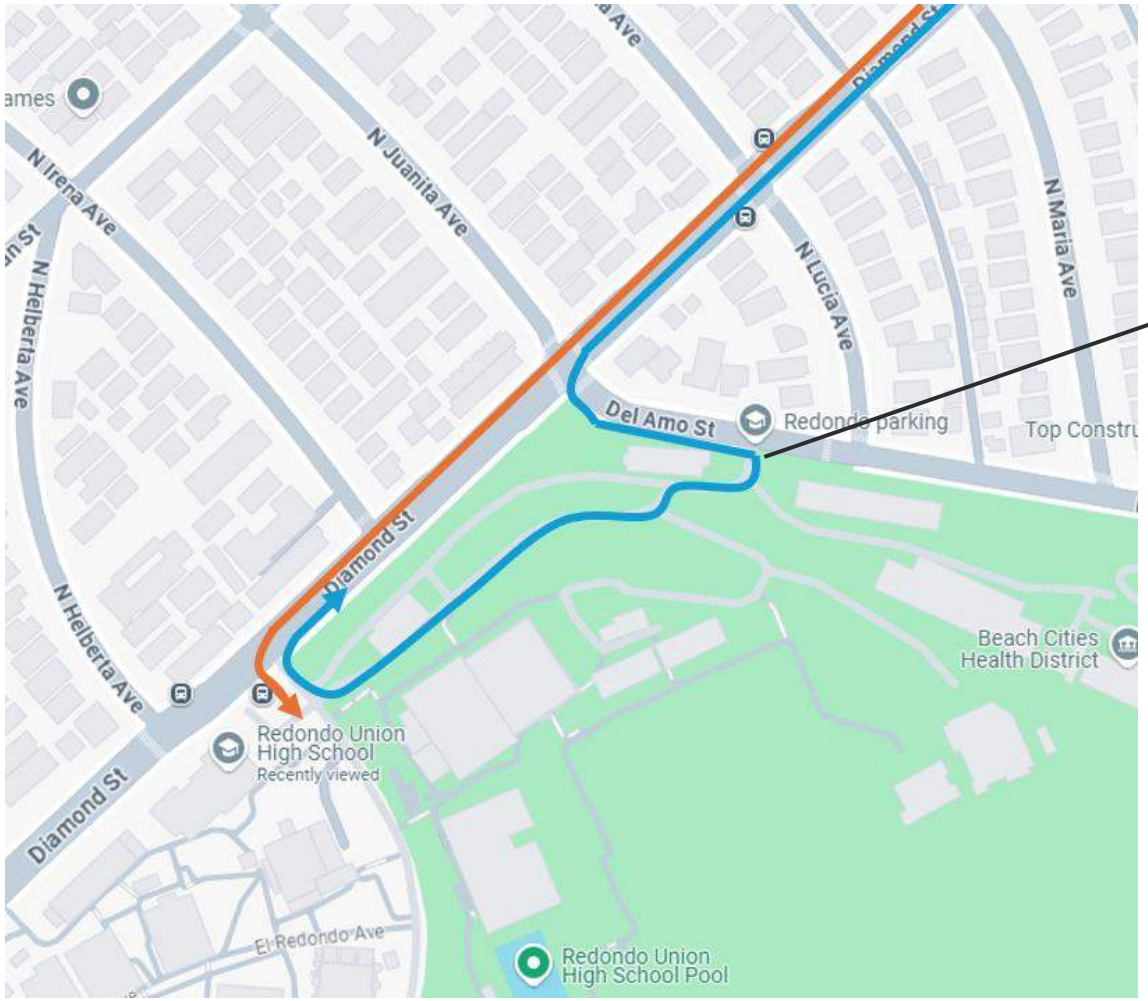
- Additional pickup/ drop-off zones at Francisca Ave. and on Diamond St.
- Expanded pickup and drop-off zones south of campus



TOOLE DESIGN

Circulation Option – Alternative 1

Bikes Vehicles



Del Amo driveway: entrance only’

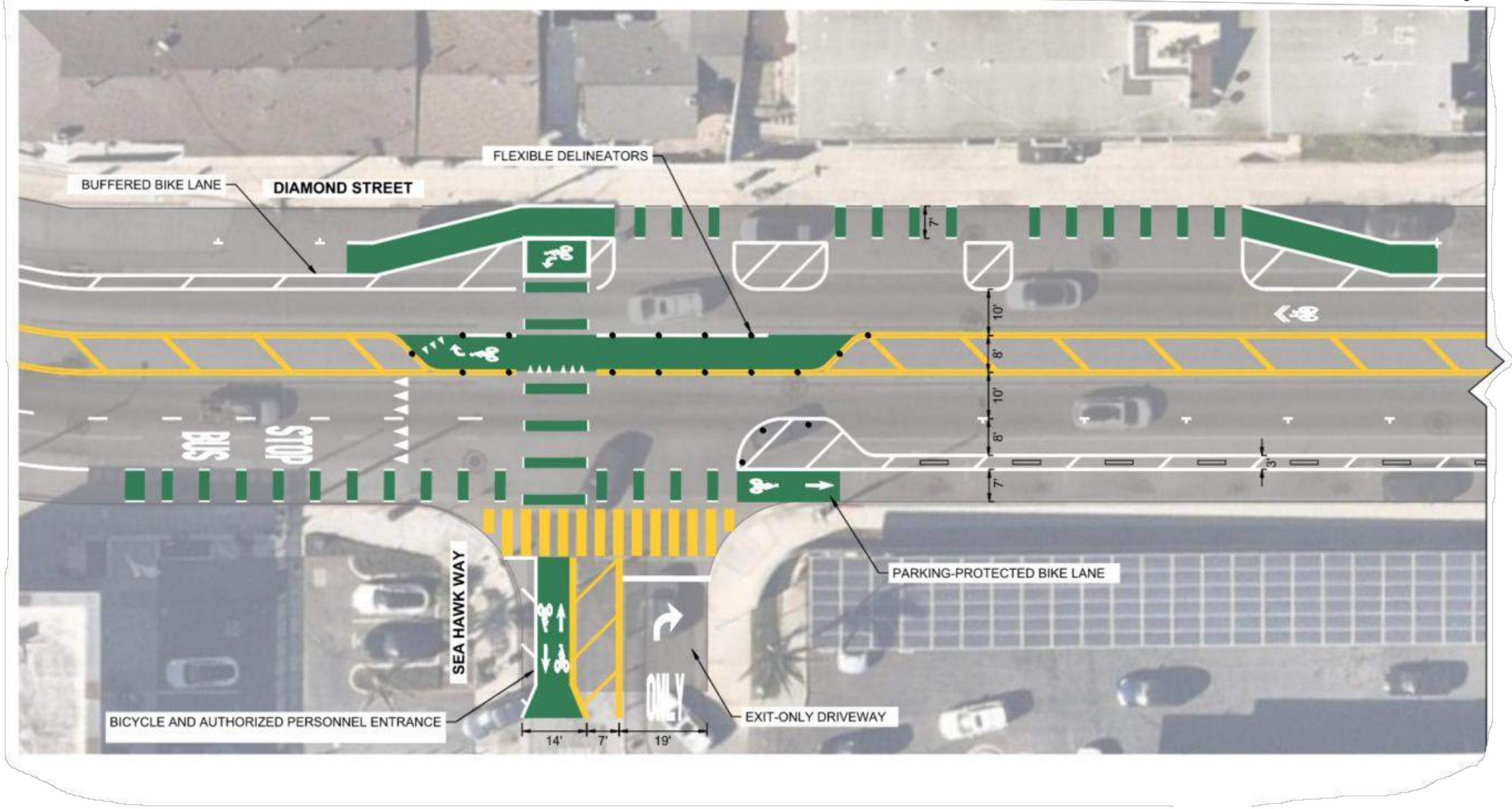
TOOLE DESIGN

Alternative 1

Diamond St at Sea Hawk Way

Issues Today:

- Vehicles and bikes turning conflicts
- People walking have a hard time crossing Sea Hawk Way



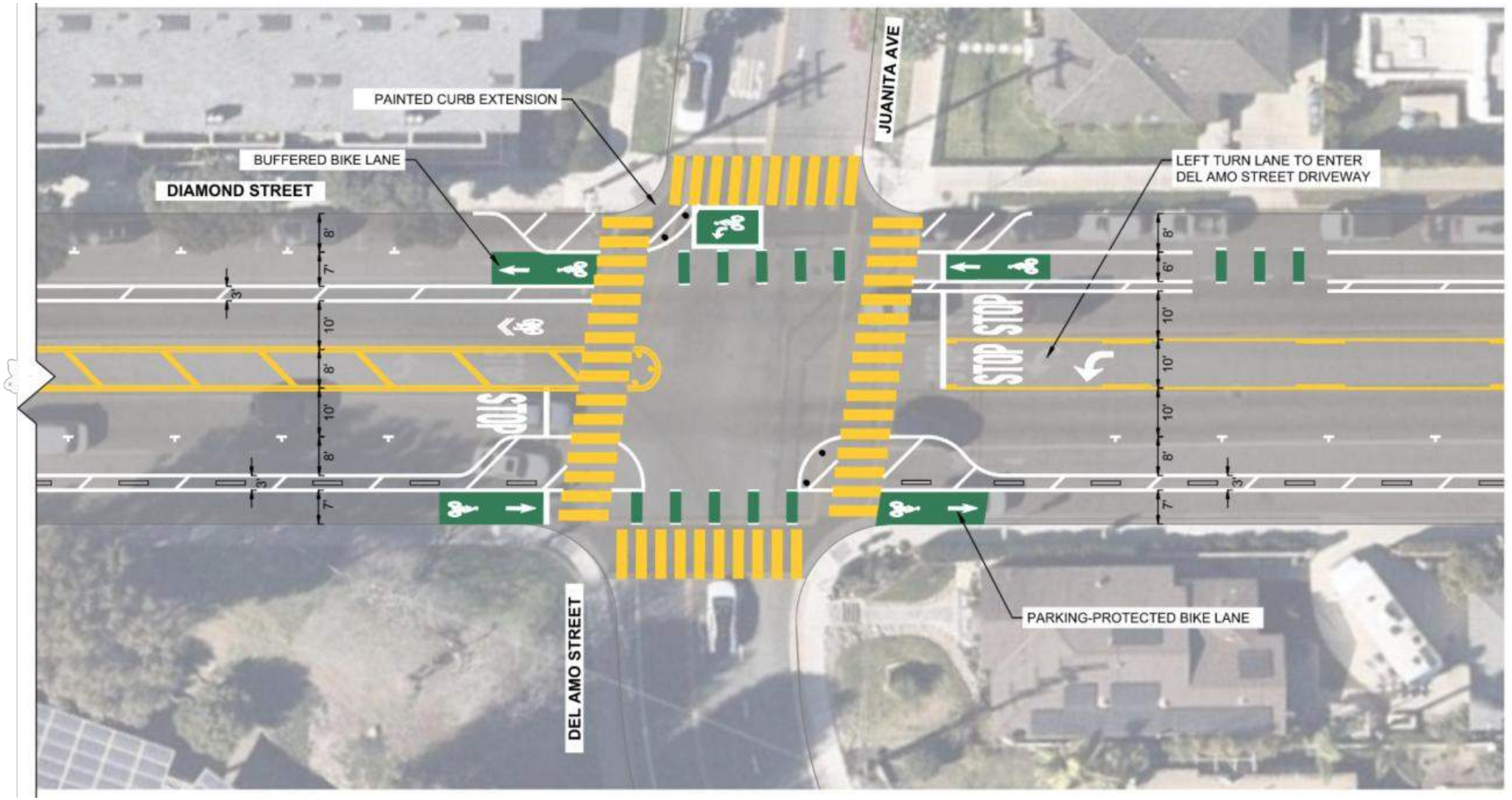
TOOLE DESIGN

Alternative 1

Diamond St at Del Amo St

Issues Today:

- Long crossing distances for people walking
- Confusing intersection, too many lanes



TOOLE DESIGN

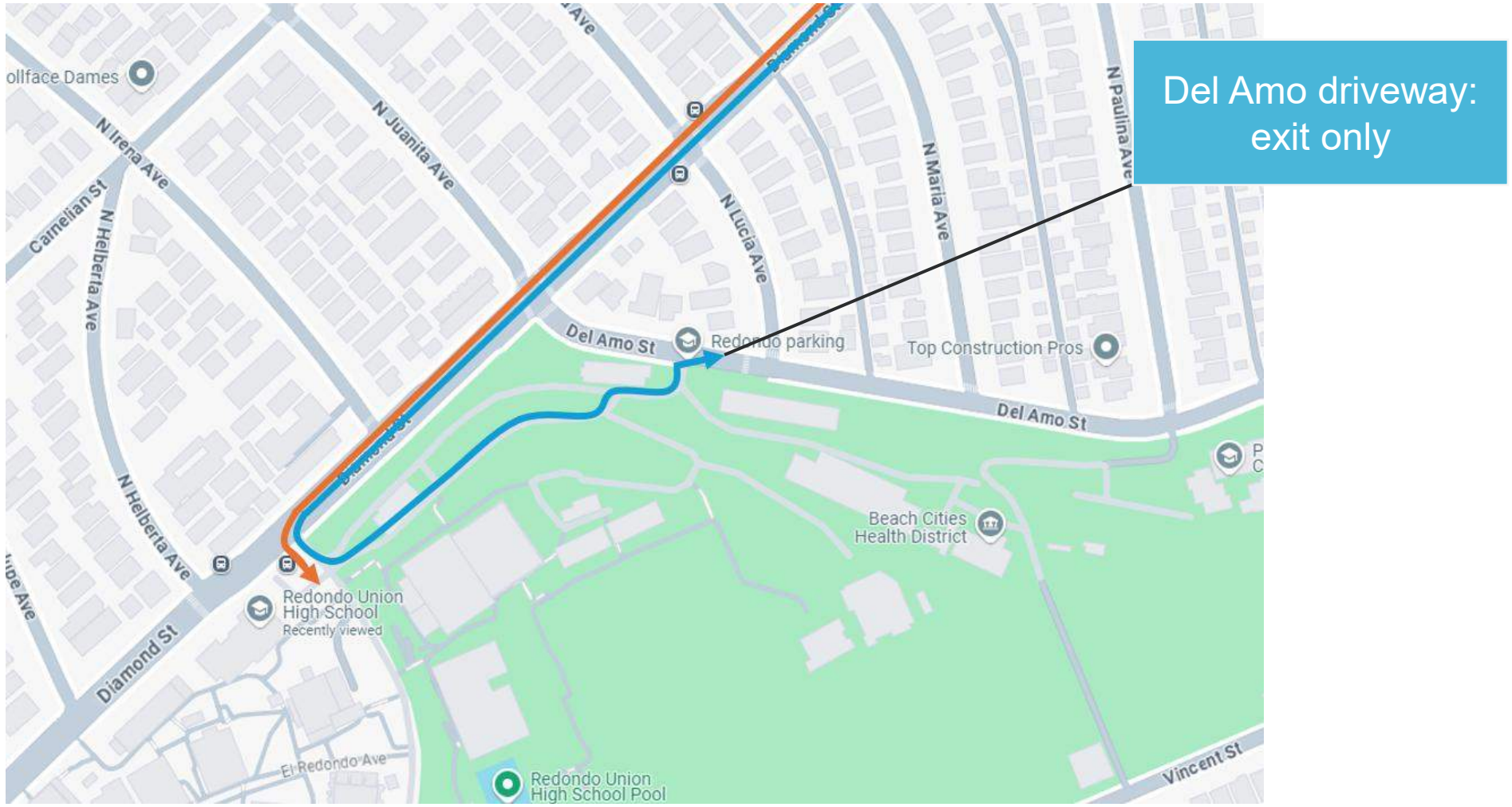
Alternative 1

Del Amo St Driveway

TOOLE DESIGN

Circulation Option – Alternative 2

Bikes Vehicles

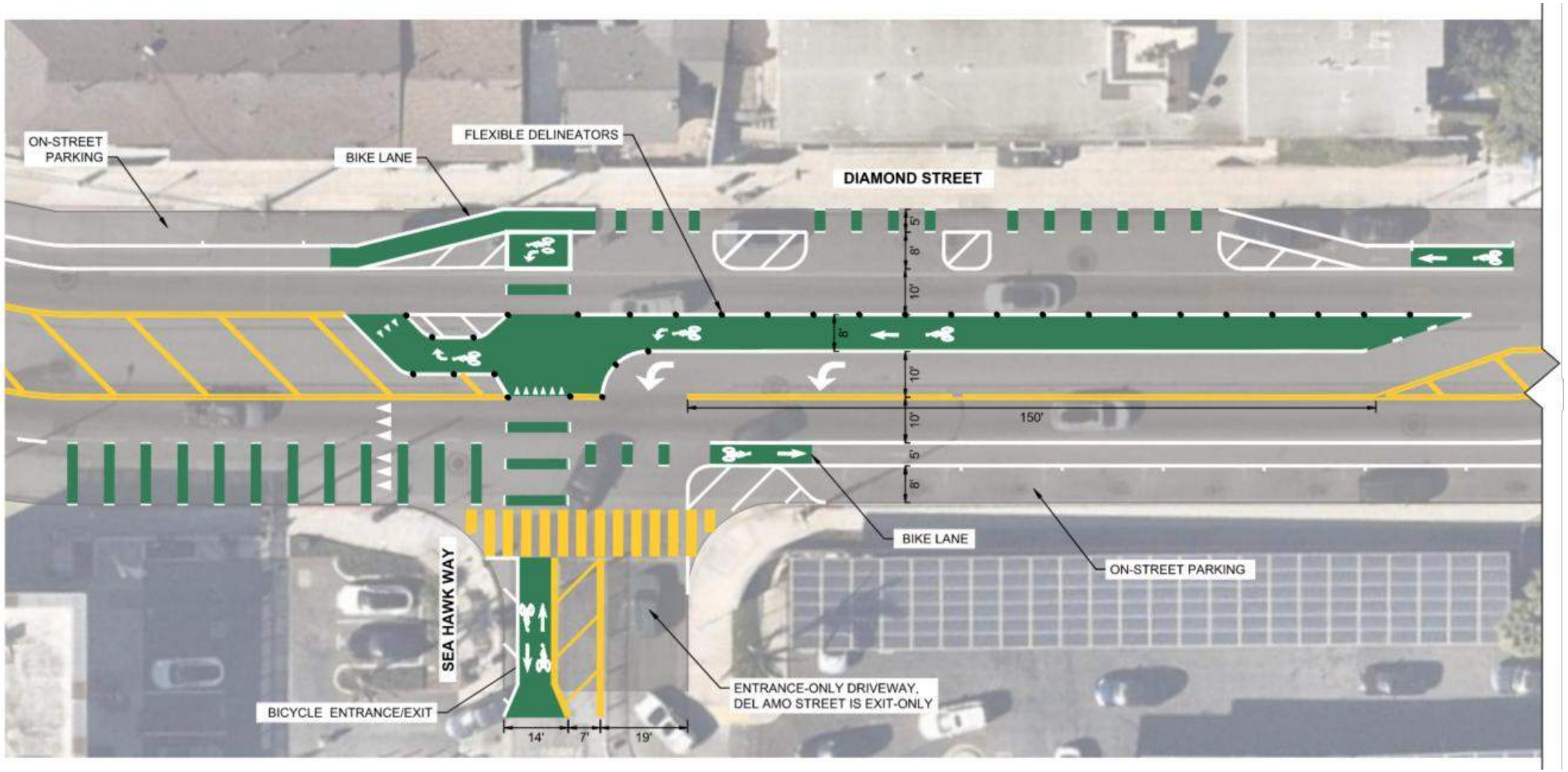


Alternative 2

Diamond St at Sea Hawk Way

Issues Today:

- Vehicles and bikes turning conflicts
- People walking have a hard time crossing the driveway



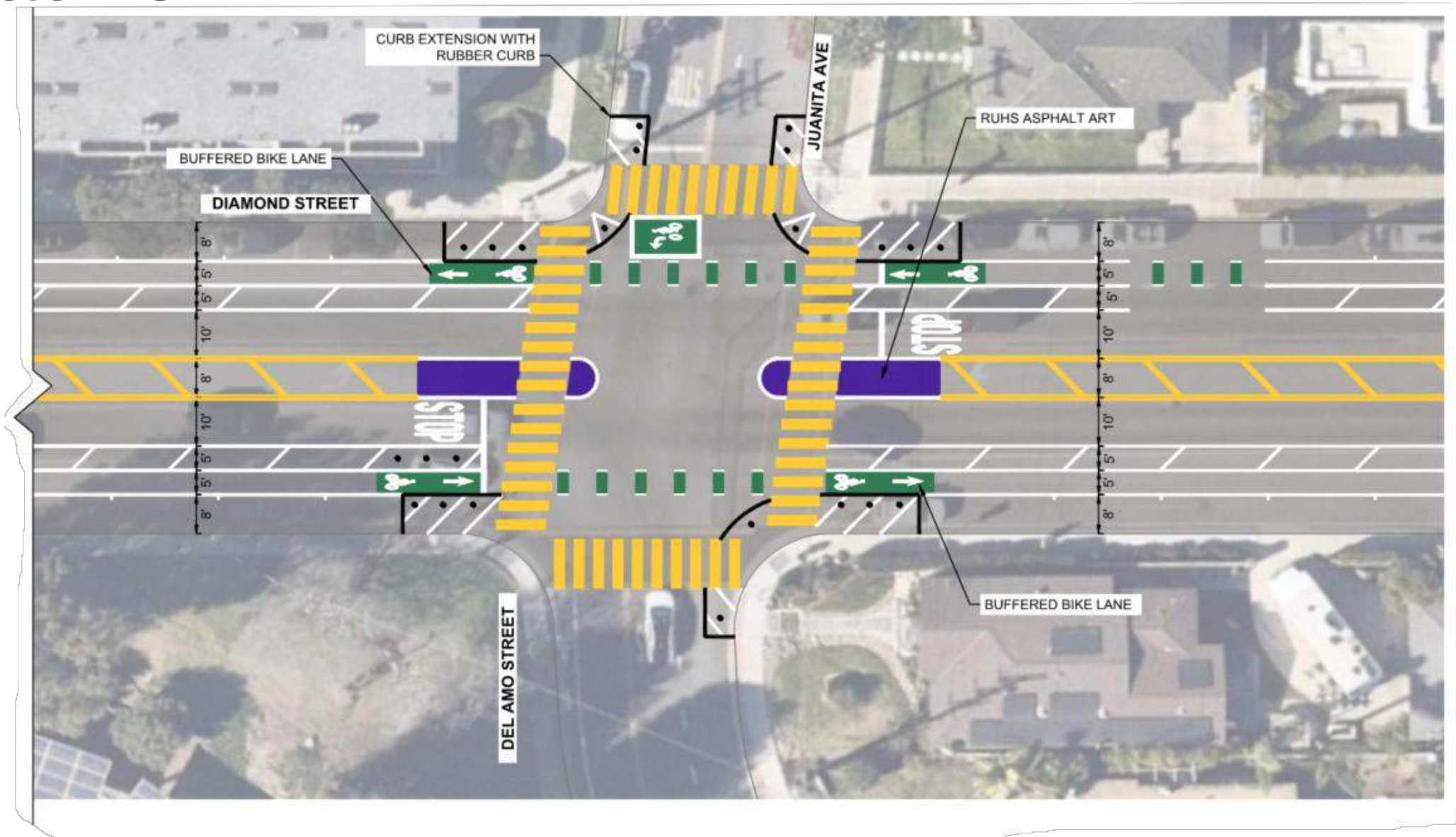
TOOLE DESIGN

Alternative 2

Diamond St at Del Amo St

Issues Today:

- Long crossing distances for people walking
- Confusing intersection, too many lanes



TOOLE DESIGN

Alternative 2

Del Amo St Driveway

TOOLE DESIGN

Thank you!

Ryan Liu, TrafficEngineering@redondo.org