

DATE: September 12, 2024
TO: Nicole Morse, T&B Planning, Inc.
FROM: Charlene So, Urban Crossroads
JOB NO: 15795-02 TG Letter



SEQUOIA COMMERCE CENTER TRIP GENERATION ASSESSMENT

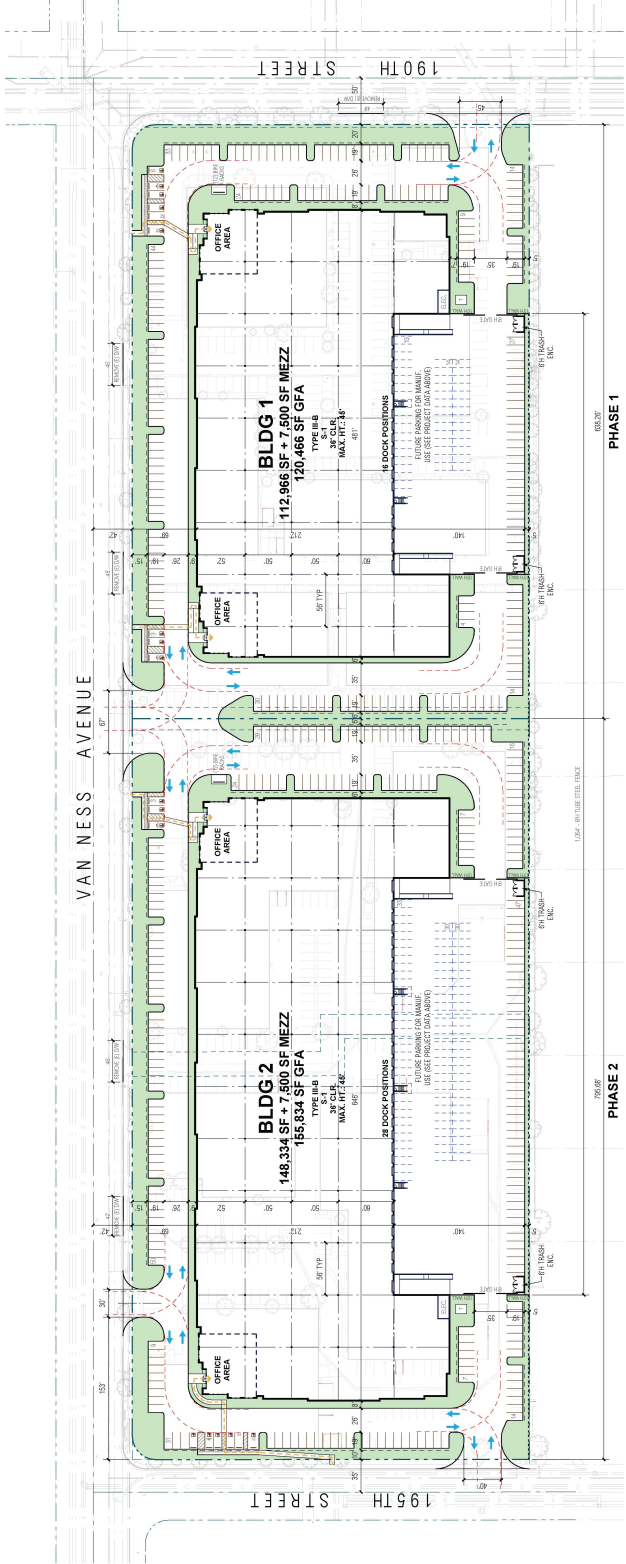
Urban Crossroads, Inc. is pleased to submit the following Trip Generation Assessment for the Sequoia Commerce Center development (referred to as **Project**), which is located at the southeast corner of Van Ness Avenue and 190th Street at 19250/19320 Van Ness Avenue within the City of Torrance (Assessor's Parcel Numbers or APNs 7352-016-001, 7352-016-002, and 7352-016-003). This letter describes the proposed Project trip generation methodology and determines whether any traffic operations analysis is required based on the City of Torrance Transportation Analysis Requirement for Private Development (applicable to Land Use Projects out for Public Review on or after July 1, 2020, referred to as **City Guidelines**).

PROPOSED PROJECT & EXISTING USE

The Project plans to develop two (2) new proposed industrial buildings: an approximately 120,466 square foot (SF) industrial building (Building 1) with 208 parking stalls and an approximately 155,834 SF industrial building (Building 2) with 236 parking stalls on an approximate 14.02-acre site. A preliminary site plan is shown on Exhibit 1. Building 1 will have passenger car/truck access to 190th Street and shared access with Building 2 onto Van Ness Avenue. The shared driveway can serve passenger cars and trucks. In addition to the shared driveway on Van Ness Avenue, Building 2 has a secondary access onto Van Ness Avenue for passenger car vehicles and a passenger car/truck access on 195th Street.

The existing site is currently developed with 12 buildings totaling approximately 275,635 square feet of business park use. Currently access is accommodated to 190th Street via two driveways, Van Ness Avenue via five driveways, and 195th Street via a single driveway. The proposed Project will reduce the number of access points onto 190th Street and Van Ness Avenue from the current conditions.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING TRAFFIC

As noted previously, the site is currently occupied by 12 existing buildings totaling approximately 275,635 SF of business park space which the Project is proposing to replace. In an effort to understand the traffic associated with the existing uses, traffic counts were collected at all applicable driveways on Tuesday, July 30th, 2024, through Thursday, August 1st, 2024.

Table 1 below summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing 275,635 SF Sequoia Business Center. The existing site currently generates an average of 1,235 two-way trips per day, with 106 trips during the AM peak hour and 100 trips during the PM peak hour. A detailed summary of the count data collected at the existing site is provided in Attachment A (see Table A-1).

TABLE 1: SUMMARY OF EXISTING TRIP GENERATION

Existing Trip Generation	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Sequoia Commerce Center							
Passenger Cars:	78	24	102	17	71	89	1,120
2-axle Trucks:	1	2	4	5	5	9	92
3-axle Trucks:	0	0	0	0	1	1	8
4+-axle Trucks:	0	0	0	0	0	1	15
Total Truck Trips:	1	3	4	5	6	11	115
Total Trips¹	79	27	106	23	77	100	1,235

* Note: Average of data collected on July 30th through August 1st, 2024.

¹Total Trips = Passenger Cars + Total Truck Trips

PROPOSED PROJECT

The proposed Project consists of redeveloping the existing site with up to 276,300 SF development within two industrial buildings. Trip generation estimates for the proposed Project have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). For purposes of this trip generation assessment, the following ITE land use codes and vehicle mixes were utilized for the proposed Project (see Table 2 for Trip Generation Rates):

- Manufacturing (ITE Land Use Code 140) has been used to derive site specific trip generation estimates for 179,000 SF of the Project. A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities also have office, warehouse, research, and associated functions. The vehicle mix has also been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality

Management District (**SCAQMD**) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

- Warehousing (ITE Land Use Code 150) has been used to derive site specific trip generation estimates for 97,300 SF of the Project. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

The proposed Project is designed as a warehouse and anticipated operations are representative of the ITE Warehousing (Land Use Code 150) land use category. However, in an effort to evaluate a more conservative trip generation for the proposed Project, the Manufacturing land use category (Land Use Code 140) was also evaluated for up to 65 percent of the total Project square footage as the ITE Manufacturing land use category generates more traffic on a per SF basis as compared to the Warehousing land use category and also generates more heavy truck traffic. As such, the inclusion of the Manufacturing land use category for the Project would overstate as opposed to understate the anticipated trips associated with the Project.

TABLE 2: TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Manufacturing ³	TSF	140	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars (AM=95.6%, PM=95.9%, Daily=90.5%)			0.500	0.150	0.650	0.217	0.493	0.710	4.300
2-Axle Trucks (AM=0.74%, PM=0.69%, Daily=1.59%)			0.003	0.002	0.005	0.002	0.003	0.005	0.075
3-Axle Trucks (AM=0.91%, PM=0.85%, Daily=1.97%)			0.003	0.003	0.006	0.003	0.004	0.006	0.093
4+-Axle Trucks (AM=3.73%, PM=2.56%, Daily=5.94%)			0.011	0.008	0.019	0.008	0.011	0.019	0.282
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

The proposed Project trip generation is summarized in Table 3, which indicates the proposed Project would generate 1,022 two-way trips per day with 139 AM peak hour trips and 148 PM peak hour trips.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Manufacturing (65%)	179.000 TSF							
Passenger Cars:		89	27	116	39	88	127	770
2-axle Trucks:		1	0	1	0	1	1	14
3-axle Trucks:		1	1	2	0	1	1	18
4+-axle Trucks:		2	1	3	1	2	3	52
Total Truck Trips (Actual Vehicles):		4	2	6	1	4	5	84
Total Trips (Actual Vehicles) ²		93	29	122	40	92	132	854
Warehousing (35%)	97.300 TSF							
Passenger Cars:		12	3	15	3	11	14	108
2-axle Trucks:		0	0	0	0	0	0	10
3-axle Trucks:		0	0	0	0	0	0	12
4+-axle Trucks:		1	1	2	1	1	2	38
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	60
Total Trips (Actual Vehicles) ²		13	4	17	4	12	16	168
Passenger Cars		101	30	131	42	99	141	878
Trucks		5	3	8	2	5	7	144
Total Trips (Actual Vehicles)²		106	33	139	44	104	148	1,022

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

The trip generation for the proposed Project and the net change in trips as compared to the existing uses are summarized in Table 4. As shown in Table 4, the proposed Project is anticipated to result in a net reduction in daily trips of 213 two-way trips per day as compared to the existing uses, however, the Project is anticipated to result in a net increase in both AM and PM peak hour trips as compared to the existing uses (33 AM peak hour trips and 48 PM peak hour trips).

TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Uses							
Passenger Cars	78	24	102	17	71	89	1,120
Trucks	1	3	4	5	6	11	115
Existing Total	79	27	106	23	77	100	1,235
Proposed Project							
Passenger Cars	101	30	131	42	99	141	878
Trucks	5	3	8	2	5	7	144
Proposed Project Total	106	33	139	44	104	148	1,022
Net Change in Passenger Cars	23	6	29	25	28	52	-242
Net Change in Trucks	4	0	4	-3	-1	-4	29
Variance (Proposed - Existing)	27	6	33	21	27	48	-213

FINDINGS

The City Guidelines indicate that any development project that is expected to generate 500 or more trips per day would be required to prepare a Traffic Circulation Analysis (TCA) that addresses level of service (LOS) for existing and future analysis scenarios. Since the Project is anticipated to generate a net reduction of 213 two-way trips per day as compared to the existing uses (see Table 4), the Project is exempt from the preparation of a TCA based on the City Guidelines.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

ATTACHMENT A: EXISTING DRIVEWAY COUNTS

TABLE A-1: SUMMARY OF DRIVEWAY COUNTS BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: July 30, 2024							
Passenger Cars:	101	33	134	19	64	83	1,154
2-axle Trucks:	1	1	2	5	4	9	97
3-axle Trucks:	0	0	0	0	0	0	5
4+-axle Trucks:	0	1	1	0	1	1	14
Total Truck Trips:	1	2	3	5	5	10	116
Day 1 Total Trips¹	102	35	137	24	69	93	1,270
Day 2: July 31, 2024							
Passenger Cars:	63	16	79	12	81	93	1,125
2-axle Trucks:	2	4	6	4	7	11	97
3-axle Trucks:	0	0	0	0	1	1	13
4+-axle Trucks:	0	0	0	1	0	1	14
Total Truck Trips:	2	4	6	5	8	13	124
Day 2 Total Trips¹	65	20	85	17	89	106	1,249
Day 3: August 1, 2024							
Passenger Cars:	70	24	94	21	69	90	1,082
2-axle Trucks:	1	2	3	5	3	8	81
3-axle Trucks:	0	0	0	1	1	2	6
4+-axle Trucks:	0	0	0	0	0	0	18
Total Truck Trips:	1	2	3	6	4	10	105
Day 3 Total Trips¹	71	26	97	27	73	100	1,187

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Torrance
 Location: TOTAL
 Date: Tuesday, July 30, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	2	0	0	0	2
4:15	3	0	0	0	3
4:30	1	0	0	0	1
4:45	7	0	0	0	7
5:00	7	0	0	0	7
5:15	3	0	0	0	3
5:30	7	0	0	0	7
5:45	13	0	0	0	13
6:00	19	0	0	0	19
6:15	19	0	0	0	19
6:30	15	0	0	0	15
6:45	13	1	0	1	15
7:00	14	0	0	0	14
7:15	11	0	0	0	11
7:30	13	0	0	0	13
7:45	11	1	0	0	12
8:00	16	0	0	0	16
8:15	30	0	0	0	30
8:30	22	1	0	0	23
8:45	33	0	0	0	33
9:00	27	0	0	0	27
9:15	13	1	0	0	14
9:30	11	4	0	0	15
9:45	15	2	0	0	17
10:00	7	0	0	0	7
10:15	6	1	0	0	7
10:30	6	2	0	0	8
10:45	6	1	1	0	8
11:00	9	0	0	0	9
11:15	15	1	0	0	16
11:30	5	2	0	1	8
11:45	12	2	0	0	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	3	0	0	0	3
5:00	2	0	0	0	2
5:15	0	0	0	0	0
5:30	4	0	0	0	4
5:45	2	0	0	0	2
6:00	6	0	0	0	6
6:15	2	0	0	0	2
6:30	2	0	0	0	2
6:45	2	1	0	0	3
7:00	1	0	0	0	1
7:15	1	1	0	0	2
7:30	3	1	0	0	4
7:45	1	0	0	0	1
8:00	3	0	0	0	3
8:15	8	0	0	1	9
8:30	9	1	0	0	10
8:45	13	0	0	0	13
9:00	14	0	0	0	14
9:15	11	0	0	0	11
9:30	4	2	0	0	6
9:45	7	3	1	0	11
10:00	6	1	0	0	7
10:15	3	0	0	0	3
10:30	4	3	0	0	7
10:45	4	2	0	0	6
11:00	10	1	1	0	12
11:15	6	0	0	0	6
11:30	12	3	0	0	15
11:45	13	2	0	0	15



City: Torrance
 Location: TOTAL
 Date: Tuesday, July 30, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	13	1	0	0	14
12:15	3	0	0	0	3
12:30	8	0	0	0	8
12:45	8	2	0	0	10
13:00	16	0	0	1	17
13:15	12	0	0	0	12
13:30	16	0	1	1	18
13:45	11	4	0	1	16
14:00	6	2	0	0	8
14:15	9	3	0	0	12
14:30	8	0	0	0	8
14:45	11	1	1	0	13
15:00	8	4	0	0	12
15:15	3	0	0	0	3
15:30	4	5	0	0	9
15:45	3	0	0	1	4
16:00	3	1	0	0	4
16:15	6	1	0	0	7
16:30	3	2	0	0	5
16:45	7	1	0	0	8
17:00	0	0	0	0	0
17:15	3	1	0	0	4
17:30	5	0	0	0	5
17:45	3	1	0	0	4
18:00	3	0	0	0	3
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	1
TOTAL	581	48	3	6	638

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	0	0	19
12:15	11	1	0	0	12
12:30	13	2	0	0	15
12:45	6	1	0	0	7
13:00	17	0	0	0	17
13:15	9	0	0	2	11
13:30	15	0	0	1	16
13:45	4	5	0	1	10
14:00	5	1	0	0	6
14:15	9	0	0	1	10
14:30	13	1	0	0	14
14:45	10	4	0	0	14
15:00	32	2	0	1	35
15:15	12	2	0	0	14
15:30	9	2	0	0	11
15:45	12	1	0	0	13
16:00	18	1	0	0	19
16:15	15	1	0	0	16
16:30	18	1	0	1	20
16:45	13	1	0	0	14
17:00	23	0	0	0	23
17:15	9	1	0	0	10
17:30	23	1	0	0	24
17:45	13	0	0	0	13
18:00	11	0	0	0	11
18:15	13	0	0	0	13
18:30	10	0	0	0	10
18:45	14	0	0	0	14
19:00	3	0	0	0	3
19:15	6	0	0	0	6
19:30	4	0	0	0	4
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	2	0	0	0	2
20:30	6	0	0	0	6
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	3	0	0	0	3
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	3	0	0	0	3
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	1
TOTAL	573	49	2	8	632



City: Torrance
 Location: TOTAL
 Date: Wednesday, July 31, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	0	0	1	0	1
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	0	0	0	0	0
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	1	0	0	1
3:45	0	1	0	0	1
4:00	3	0	0	0	3
4:15	3	0	0	0	3
4:30	1	0	0	0	1
4:45	6	0	0	0	6
5:00	6	0	0	0	6
5:15	3	0	0	0	3
5:30	6	0	0	0	6
5:45	15	0	0	0	15
6:00	18	0	0	0	18
6:15	25	0	0	0	25
6:30	14	1	0	0	15
6:45	13	0	0	0	13
7:00	11	1	0	0	12
7:15	12	0	0	0	12
7:30	8	0	0	0	8
7:45	22	2	0	0	24
8:00	12	0	0	0	12
8:15	10	0	0	0	10
8:30	18	2	0	0	20
8:45	23	0	0	0	23
9:00	22	1	0	0	23
9:15	16	1	0	0	17
9:30	10	1	0	0	11
9:45	15	4	0	1	20
10:00	8	0	0	0	8
10:15	22	1	1	0	24
10:30	12	0	0	1	13
10:45	9	1	0	0	10
11:00	11	1	0	0	12
11:15	8	2	1	0	11
11:30	9	0	0	0	9
11:45	11	1	0	0	12

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	1	0	1	0	2
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	1	0	0	2
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	1	0	0	0	1
5:00	3	0	0	0	3
5:15	1	0	0	0	1
5:30	3	0	0	0	3
5:45	4	0	0	0	4
6:00	5	0	0	0	5
6:15	7	0	0	0	7
6:30	5	0	0	0	5
6:45	5	0	0	0	5
7:00	1	1	0	0	2
7:15	1	1	0	0	2
7:30	2	2	0	0	4
7:45	4	0	0	0	4
8:00	0	2	0	0	2
8:15	2	0	0	0	2
8:30	9	1	0	0	10
8:45	5	1	0	0	6
9:00	5	0	0	0	5
9:15	4	0	0	0	4
9:30	3	1	0	0	4
9:45	5	1	0	1	7
10:00	6	3	0	0	9
10:15	10	0	0	0	10
10:30	5	1	0	1	7
10:45	8	1	0	0	9
11:00	10	0	0	0	10
11:15	19	1	0	1	21
11:30	11	2	0	1	14
11:45	8	1	0	0	9



City: Torrance
 Location: TOTAL
 Date: Wednesday, July 31, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	6	0	0	0	6
12:15	8	0	1	0	9
12:30	12	0	0	1	13
12:45	16	1	0	0	17
13:00	7	1	0	0	8
13:15	13	0	0	0	13
13:30	10	1	0	0	11
13:45	18	3	0	1	22
14:00	4	0	0	0	4
14:15	7	2	0	0	9
14:30	3	1	0	0	4
14:45	4	4	0	0	8
15:00	4	6	0	0	10
15:15	9	2	1	0	12
15:30	6	0	0	0	6
15:45	5	3	1	0	9
16:00	0	0	0	1	1
16:15	6	2	0	0	8
16:30	4	1	0	0	5
16:45	2	1	0	0	3
17:00	2	1	0	0	3
17:15	3	0	0	0	3
17:30	3	0	0	0	3
17:45	2	0	0	0	2
18:00	3	0	0	0	3
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	556	50	8	5	619

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	1	0	0	15
12:15	14	0	0	0	14
12:30	15	0	0	0	15
12:45	7	0	1	1	9
13:00	13	1	0	0	14
13:15	14	1	0	0	15
13:30	5	2	0	0	7
13:45	10	1	0	0	11
14:00	7	3	0	0	10
14:15	12	0	0	1	13
14:30	11	1	0	1	13
14:45	5	2	0	0	7
15:00	31	5	0	0	36
15:15	10	1	0	0	11
15:30	8	1	0	1	10
15:45	20	0	0	0	20
16:00	24	2	1	0	27
16:15	16	2	0	0	18
16:30	24	2	0	0	26
16:45	17	1	0	0	18
17:00	16	1	0	1	18
17:15	11	0	0	0	11
17:30	21	0	0	0	21
17:45	9	0	0	0	9
18:00	18	0	0	0	18
18:15	3	0	0	0	3
18:30	10	0	0	0	10
18:45	13	0	0	0	13
19:00	4	0	0	0	4
19:15	3	0	0	0	3
19:30	5	0	0	0	5
19:45	4	0	0	0	4
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	2	0	0	0	2
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	2	0	0	0	2
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	4	0	0	0	4
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	569	47	5	9	630



City: Torrance
 Location: TOTAL
 Date: Thursday, August 1, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	1	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	3	0	0	0	3
4:15	4	0	0	0	4
4:30	1	0	0	0	1
4:45	10	0	0	0	10
5:00	7	0	0	0	7
5:15	8	0	0	0	8
5:30	7	0	0	0	7
5:45	13	0	0	0	13
6:00	16	0	0	1	17
6:15	23	0	0	0	23
6:30	13	0	0	0	13
6:45	12	1	0	0	13
7:00	14	0	0	0	14
7:15	10	0	0	0	10
7:30	19	1	0	0	20
7:45	16	0	0	0	16
8:00	12	0	0	0	12
8:15	20	0	0	0	20
8:30	22	1	0	0	23
8:45	16	0	0	0	16
9:00	24	1	0	0	25
9:15	9	0	0	0	9
9:30	13	1	0	0	14
9:45	10	1	0	0	11
10:00	12	3	0	0	15
10:15	7	0	0	0	7
10:30	7	2	1	0	10
10:45	16	1	0	0	17
11:00	3	0	0	0	3
11:15	14	0	0	0	14
11:30	8	1	0	1	10
11:45	7	1	1	2	11

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	1	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	0	0	0	0	0
4:30	3	0	0	0	3
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	3	0	0	0	3
5:30	4	0	0	0	4
5:45	4	1	0	0	5
6:00	5	1	0	1	7
6:15	7	0	0	0	7
6:30	3	0	0	0	3
6:45	2	0	0	0	2
7:00	1	1	0	0	2
7:15	0	1	0	0	1
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	7	0	0	0	7
8:15	4	1	0	0	5
8:30	5	1	0	0	6
8:45	8	0	0	0	8
9:00	8	0	0	0	8
9:15	2	1	0	0	3
9:30	6	0	0	0	6
9:45	3	1	0	0	4
10:00	9	2	0	0	11
10:15	8	2	0	0	10
10:30	6	1	0	0	7
10:45	7	3	0	0	10
11:00	12	1	1	0	14
11:15	9	0	0	0	9
11:30	10	1	0	0	11
11:45	7	1	0	1	9



City: Torrance
 Location: TOTAL
 Date: Thursday, August 1, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	9	3	0	0	12
12:15	7	0	0	0	7
12:30	6	1	0	0	7
12:45	11	0	0	1	12
13:00	15	0	0	0	15
13:15	11	0	0	0	11
13:30	11	2	0	1	14
13:45	5	0	0	0	5
14:00	8	1	0	0	9
14:15	6	2	0	1	9
14:30	6	0	1	0	7
14:45	4	2	0	0	6
15:00	7	3	0	0	10
15:15	4	3	0	1	8
15:30	5	0	0	0	5
15:45	3	2	0	0	5
16:00	8	0	1	0	9
16:15	3	2	0	0	5
16:30	5	1	0	0	6
16:45	5	2	0	0	7
17:00	2	0	0	0	2
17:15	3	1	0	0	4
17:30	1	0	0	0	1
17:45	2	0	0	1	3
18:00	5	0	0	0	5
18:15	3	0	0	0	3
18:30	0	0	0	0	0
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	541	40	4	9	594

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	20	3	0	1	24
12:15	8	2	0	0	10
12:30	13	1	0	1	15
12:45	5	1	0	0	6
13:00	11	0	0	1	12
13:15	7	0	0	0	7
13:30	8	2	0	0	10
13:45	9	0	0	0	9
14:00	7	0	0	0	7
14:15	10	1	0	0	11
14:30	12	1	0	1	14
14:45	10	1	0	0	11
15:00	30	1	0	0	31
15:15	10	2	0	1	13
15:30	14	0	0	1	15
15:45	14	3	0	0	17
16:00	18	1	0	0	19
16:15	15	1	1	0	17
16:30	20	1	0	0	21
16:45	16	0	0	0	16
17:00	19	0	0	0	19
17:15	17	0	0	0	17
17:30	16	0	0	0	16
17:45	10	0	0	0	10
18:00	19	0	0	1	20
18:15	13	0	0	0	13
18:30	2	0	0	0	2
18:45	7	0	0	0	7
19:00	6	0	0	0	6
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	2	0	0	0	2
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	5	0	0	0	5
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	541	41	2	9	593