Members of the public may address the City Council on any item shown on the agenda or matter of the Council's authority after completion of "Request to Address the Council Form" available in the lobby of the Council Chambers or in the City Clerk's office. This form must be completed 15 minutes prior to the scheduled meeting time. Pursuant to Section 54957.5 of the California Government Code, Any writings (Except for those writings which are exempt from disclosure) which are distributed to all or a majority of the members of the City Council are available for public inspection in the lobby of the City Council Chambers and in the office of the City Clerk during regular business hours.

COMPTON CITY COUNCIL
AGENDA
11/12/2024

4:30 PM – CLOSED SESSION
5:30 PM – PUBLIC MEETING

OPENING

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS ON CLOSED SESSION ITEMS ONLY

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION
One (1) Potential Case
Pursuant to California Government Code Section 54956.9(b)

PUBLIC MEETING – 5:30PM

REPORT ON CLOSED SESSION ITEM(S)

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. POWERPOINT PRESENTATION: COMPTON ARTS PROJECT (Mayor Emma Sharif)

2. POWERPOINT PRESENTATION: REPUBLIC SERVICES - SERVICE UPDATE (Steven Herring)

CONSENT AGENDA

Consent items are routine and expected to be non-controversial. They will be acted upon by the Council at one time without discussion unless a Council Member requests an item be removed or discussed..

APPROVAL OF MINUTES

3. FEBRUARY 06, 2024

4. FEBRUARY 13, 2024

CITY MANAGER

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ISSUANCE OF PURCHASE ORDER FOR PAYMENT OF CITY'S MEMBERSHIP DUES TO GATEWAY CITIES COUNCIL OF GOVERNMENTS ($31,185)

GENERAL SERVICES

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE GENERAL SERVICES DEPARTMENT 2024-2025 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ESTABLISH A PURCHASE ORDER TO TRC INVESTMENTS, LLC DBA SERVPRO FOR EMERGENCY REPAIR SERVICES RENDERED AT COMPTON FIRE STATION ONE ($61,073.42)

PUBLIC WORKS DEPARTMENT

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG) FOR THE PURPOSE OF PAYING THE FEES TO PARTICIPATE IN THE I-710 CORRIDOR ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) AND THE 91/605/405 MAJOR CORRIDOR STUDY FOR FISCAL YEAR 2024-2025 IN AN AMOUNT NOT TO EXCEED FORTY FIVE THOUSAND DOLLARS ($45,000).

8. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN IMPLEMENTATION AGREEMENT BETWEEN THE CITY OF COMPTON AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG) FOR THE PURPOSE OF PAYING FEES TO PARTICIPATE IN THE ALONDRA BOULEVARD COMPLETE STREET STUDY AND ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED SEVENTEEN THOUSAND SEVEN HUNDRED FIFTY NINE DOLLARS AND SIXTY FOUR CENTS ($17,759.64).

RECREATION DEPARTMENT

9. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A SERVICE AGREEMENT AND OPEN A PURCHASE ORDER WITH EPIC SURFACES TO PAY FOR THE RESURFACING OF THE BASKETBALL COURTS AT BURRELL, CESAR CHAVEZ, KELLY, AND SOUTH PARKS FOR THE AMOUNT OF $67,500.00

REGULAR AGENDA

CITY MANAGER'S REPORT

10. POWERPOINT PRESENTATION: STATE AUDIT REPORT - City Manager

NEW BUSINESS

11. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT BURRELL MACDONALD PARK ($183,359.85)

12. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT TUCKER

PARK ($134,924.54)

13. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ACCEPTING A BID AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICE AGREEMENT AND ESTABLISH A PURCHASE ORDER TO P31 DEVELOPMENT CORPORATION TO RESTORE THE HERITAGE HOUSE ($272,043.35)

14. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING CHAPTER XII OF THE COMPTON MUNICIPAL CODE TO AMEND SECTION 12-5 ESTABLISHING SPEED LIMITS IN CERTAIN ZONES IN THE CITY OF COMPTON (FIRST READING)

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 11/19/2024 5:30 PM

Visit our website at http://www.comptoncity.org

REPUBLIC SERVICES

Sustainability in Action

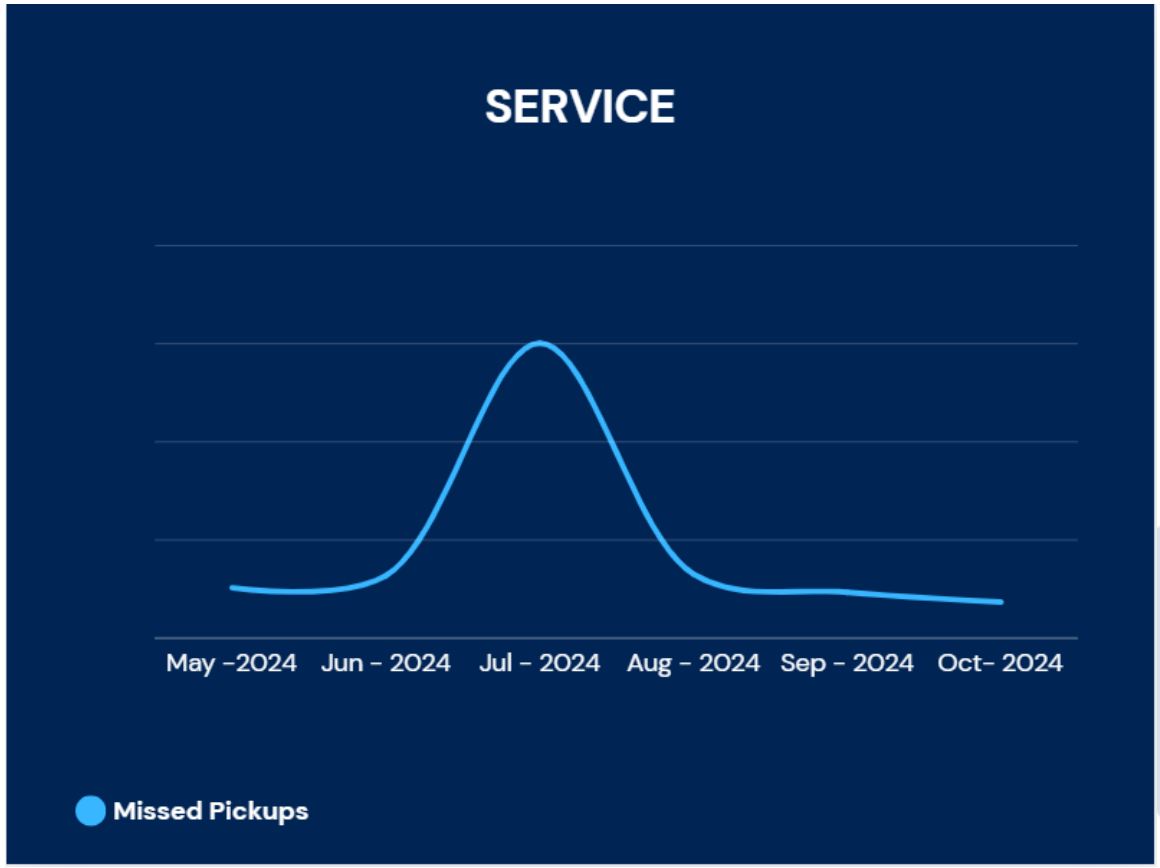
City of Compton Service Update

November 2024

Agenda

1. Improvements in Service
2. Continued Efforts
3. Our Commitment

6-Month Missed Pickups Overview



Continued Efforts

1. Additional Staff / Drivers
2. Fleet Refresh
3. Community Partnership Enhancements: Christmas Parade, Tree Lighting, Concert in the Park, 4th of July Celebration, Thanksgiving Event Volunteers
4. Financial Support for Cesar Chavez Park Upgrades

Our Commitment

1. Service Excellence
2. Community Partnership
3. Community Growth

Thank you

Contact us at:

1 (800) 299 – 4898

RepublicServices.com/municipality/Compton-ca

FEBRUARY 6, 2024

The Compton City Council meeting was called to order at 4:27 p.m. by Mayor Emma Sharif in the Council Chambers of City Hall. The Moment of Silence Ceremony and the Pledge of Allegiance was also led by Mayor Emma Sharif.

ROLL CALL

Council Members Present: **D. Duhart, A. Spicer, Mayor E. Sharif**
Council Members Absent: **J. Bowers, L. Darden**

Other Officials Present: **E. Perrodin, C. Godwin, B. Mims, W. Hopkins**

CITY MANAGER'S CLOSED SESSION

POTENTIAL LITIGATION - James Brown, Miguel Flores, Derreck Horn pursuant to Government Code Sections: 54956.9(a), 54956.9(d)(2)

ONGOING LITIGATION - Compton Property Group, LLC v City of Compton, et al. Los Angeles County Superior Court Case No. 23STCP02247 Los Angeles County Superior Court Case No. 23STCP02754 pursuant to Government Code Sections: 54956.9(a), 54956.9(d)(1)

PUBLIC COMMENTS ON CLOSED SESSION ITEMS ONLY

There were no public comments on the closed session items.

On motion by Duhart, seconded by Spicer, to recess the meeting to closed session at 4:31 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – Bowers, Darden**

On motion by Duhart, seconded by Spicer, to reconvene the meeting from closed session at 5:35 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

REPORT ON CLOSED SESSION ITEM

City Attorney Perrodin reported out that City Council met in closed session regarding POTENTIAL LITIGATION: James Brown, Miguel Flores, and Derreck Horn pursuant to Government Code Sections: 54956.9(a), 54956.9(d)(2). ONGOING LITIGATION: Compton Property Group, LLC v City of Compton, et al., Los Angeles County Superior Court Case No. 23STCP02247 and Los Angeles County Superior Court Case No. 23STCP02754 pursuant to Government Code Sections: 54956.9(a), 54956.9(d)(1). There was nothing to report out at this time.

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. PRESENTATION - SHYANNE BRADLEY – COMPTON COLLEGE'S PRESIDENTIAL SCHOLAR ACHIEVEMENT HONOR (MAYOR & CITY COUNCIL) **(REAGENDIZED)**

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Maria Villa Real, Latino Chamber of Commerce, announced that she would be hosting an ADA Compliance meeting on February 15 to educate business owners on ADA rules and guidelines. She also mentioned that she would be meeting with the City Manager to talk about a local security company's illegal ticketing practices.

Jacqueline Venters petitioned the City Attorney to enforce the municipal code that prohibits prostitution in the City of Compton. She also asked the City Council to focus on street repair, public safety and code enforcement to ensure a comfortable quality of life for the citizens of Compton.

Missy Barbara requested a detailed presentation on the City's bonds. She also inquired about any payments the City receives from the company leasing the old brickyard and questioned the status of the developments at 1950 Central Avenue and 250 Central Avenue.

Lynn Boone informed the City Council that her campaign sign was taken from the corner of Long Beach and Compton Boulevard. She stated that she filed a police report with the Sheriff's Department and has intentions to prosecute the person responsible. She also requested a copy of the amended City Charter which includes the last measure that was voted on in 2021.

Fidel Marquez spoke in opposition to Item Number Seven. He claimed that it is senseless to spend money on Gonzales Park when it is not safe or family friendly. He stated that his name is being slandered every day because he is a candidate for the District One council seat. He maintained that the City will not move forward if non-profit organizations are allowed to break the rules and turn people away from non-partisan events. He read a slanderous comment written about him from a social media account and asked the City Attorney to take it seriously.

Vanessa Cain claimed that some of the candidates *running for office* do not live in the City of Compton. She maintained that if she was *running for office,* she would probably run a very nasty campaign and slander everyone on the dais. She announced that she will be supporting Fidel Marquez and other candidates that she believes will fight for the residents.

Miller Martin asked the City Council if they were aware that Crystal Casino business cards state that they are located in Carson. He mentioned that he was called a racist during a previous council meeting and declared that he would seek legal action if the behavior continues.

Terry Williams made comments about the homeless population, Compton Unified School District, and the importance of keeping the peace.

Joseph Enayati, Studio 60 co-owner, stated that he purchased his property two years ago and has yet to receive a certificate of occupancy.

Nathen Enayati, Studio 60 co-owner, requested an opportunity to meet with the City Council to discuss the status of his certificate of occupancy.

Mayor Sharif instructed the City Manager to meet with the Enayatis family.

REGULAR AGENDA

CITY TREASURER'S REPORT

2. FY24 SECOND QUARTER INVESTMENT REPORT - CITY TREASURER **(REAGENDIZED TO NEXT WEEK)**

NEW BUSINESS

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN 16-MONTH ABATEMENT SERVICES AGREEMENT WITH TWO (2) ONE-YEAR OPTIONS TO RENEW WITH NEW WEST LANDSCAPING TO PROVIDE EMERGENCY "AS NEEDED" ABATEMENT SERVICES CITY-WIDE AND ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED $10,000 ANNUALLY.

Councilperson Spicer asked the City Manager if American Reclamation is responsible for cleaning up vacant lots.

City Manager Hopkins answered that this situation is slightly different because it pertains to vacant lots that have gone through an abatement process.

Councilperson Bowers questioned if this company would address 115 East Raymond and 114 East Alondra.

Mr. Orozco, Department of Building & Safety, informed Councilperson Bowers that an investigation was conducted and a decision was made to board up the property. He also noted that they may be called upon for an emergency cleaning however the intent and value of the contract does not allow for lot clean-up on a regular basis.

Councilperson Bowers asked Mr. Orozco if there is a possibility that the City can clean 115 East Raymond and bill the property owners.

Mr. Orozco answered that he would have to research the property and follow-up with Councilperson Bowers.

Mayor Sharif asked Mr. Orozco if 115 East Raymond is going through the abatement process. Mr. Orozco stated that he would have to review the file before he makes that determination because there are different types of abatement procedures.

Mayor Sharif requested an update on the abatement process for 115 East Raymond and 114 East Alondra.

Councilperson Spicer asked Mr. Orozco if this company is equipped to address homeless encampments. Mr. Orozco stated that homeless encampments are not a part of this company's contract.

On motion by Duhart, seconded by Darden, **Resolution Number 25,970** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN 16-MONTH ABATEMENT SERVICES AGREEMENT WITH TWO (2) ONE-YEAR OPTIONS TO RENEW WITH NEW WEST LANDSCAPING TO PROVIDE EMERGENCY "AS NEEDED" ABATEMENT SERVICES CITY-WIDE AND ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED $10,000 ANNUALLY."** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Darden, Sharif**
NOES: **Council Members – None**
ABSTAIN: **Council Members – Bowers**
ABSENT: **Council Members – None**

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A FIVE (5) YEAR AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR ETHICO LLC TO PROVIDE FRAUD HOTLINE SERVICES TO THE CITY OF COMPTON ($16,285.00)

Councilperson Spicer requested an explanation.

Sharon Rahban, City Controller, stated that the City received audit findings from the state controller's office and single audits regarding the ability to detect fraud. As a result, the Audit Committee met and searched for a provider for hotline services. Three different firms were interviewed and Ethico LLC was selected for approval.

Councilperson Duhart thanked the City Controller for bringing this much needed item before the City Council.

On motion by Spicer, seconded by Duhart, **Resolution Number 25,971** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A FIVE (5) YEAR AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR ETHICO LLC TO PROVIDE FRAUD HOTLINE SERVICES TO THE CITY OF COMPTON ($16,285.00)"** was adopted by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER FOR ALL STAR INTERPRETING SERVICE FOR PROVISION OF SPANISH LANGUAGE INTERPRETATION AND TRANSLATION SERVICES FOR CITY'S LEGISLATIVE BODIES FOR FISCAL YEAR 2023-2024 IN THE AMOUNT OF THIRTY-FIVE THOUSAND DOLLARS ($35,000)

Councilperson Bowers asked that this item be brought back because he believes it is time for the City to invest in multi-lingual translation equipment.

Mayor Sharif inquired about the availability of Spanish translation devices in the City Clerk's Office.

Councilperson Bowers recommended multi-lingual devices in order to service business owners that do not speak English or Spanish.

Councilperson Spicer stated that he agrees with Councilperson Bower's recommendation to look at other options, however he does not want to hold back on providing this service.

Mayor Sharif agreed that the City should look into other options and requested the desire of the City Council.

Councilperson Darden mentioned that services have been rendered since July 1, 2023 and the contract ends on June 30, 2024.

Councilperson Duhart questioned if this is a request for payment for past due invoices.

Deputy City Clerk Godwin replied affirmatively.

Councilperson Duhart requested contract options for sign language interpreters.

On motion by Spicer, seconded by Darden, **Resolution Number 25,972** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER FOR ALL STAR INTERPRETING SERVICE FOR PROVISION OF SPANISH LANGUAGE INTERPRETATION AND TRANSLATION SERVICES FOR CITY'S LEGISLATIVE BODIES FOR FISCAL YEAR 2023-2024 IN THE AMOUNT OF THIRTY-FIVE THOUSAND DOLLARS ($35,000)"** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Darden, Sharif**
NOES: **Council Members – None**
ABSTAIN: **Council Members – Bowers**
ABSENT: **Council Members – None**

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON TO RECEIVE AND FILE INTERNAL CONTROL POLICIES RELATING TO INTERNAL AUDIT, WHISTLEBLOWER PROTOCOL, AND FRAUD.

Sharon Rahban, City Controller, advised the City Council that within these internal control policies are also a protocol for how the fraud hotline is to operate. The receive and file of these policies will be accepted by the City's auditor as progress being made to work on the corrective action plan items from prior single audit reports.

On motion by Darden, seconded by Spicer, **Resolution Number 25,973** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON TO RECEIVE AND FILE INTERNAL CONTROL POLICIES RELATING TO INTERNAL AUDIT, WHISTLEBLOWER PROTOCOL, AND FRAUD."** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A TWO AND A HALF-YEAR SERVICE AGREEMENT AND ESTABLISH A PURCHASE ORDER WITH BRIGHTVIEW LANDSCAPE SERVICES, INC. TO PERFORM ATHLETIC FIELD MAINTENANCE SERVICES FOR THE GONZALES PARK DODGER DREAMFIELDS ($247,260.00)

Bryan Spragg, Parks Director, informed the City Council that after the previous athletic field maintenance contract expired in June 2023, they found a need to identify a new contractor to maintain those fields. During the process, they saw the need to increase the services rendered to maintain the safety and enjoyment of the field.

Councilperson Duhart asked Mr. Spragg if Gonzales Park is open to the public.

Mr. Spragg stated that Gonzales Park is staffed Tuesdays through Fridays from 11:00am to 8:00pm and Saturdays from 9:00am to 6:00pm.

Councilperson Spicer requested the name of the person that will be held responsible for monitoring the duties of this contract.

Mr. Spragg confirmed that he would monitor the contract along with the park supervisor and recreation supervisor.

Councilperson Spicer inquired about the invoicing process as it pertains to this company. Mr. Spragg answered that all invoicing will be handled by Parks & Recreation and processed every thirty days.

Mayor Sharif asked Mr. Spragg to explain why Brightview was selected for this contract. Mr. Spragg answered that Brightview is local and their costs are significantly lower than the company they previously worked with.

On motion by Duhart, seconded by Spicer, **Resolution Number 25,974** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A TWO AND A HALF-YEAR SERVICE AGREEMENT AND ESTABLISH A PURCHASE ORDER WITH BRIGHTVIEW LANDSCAPE SERVICES, INC. TO PERFORM ATHLETIC FIELD MAINTENANCE SERVICES FOR THE GONZALES PARK DODGER DREAMFIELDS ($247,260.00)"** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

COUNCIL COMMENTS

Councilmember Duhart offered the following communications/announcements:

- Invited the youth to participate in the "Black History Month Celebration" scheduled to be held on Saturday, February 24 from 11am to 3pm at Sebree Park located at 1300 West El Segundo Boulevard. To register email Tdash@comptoncity.org.

- Asked the City Manager to provide an update on the lot clean-up activities performed by American Reclamation.

- Announced the Obama Foundation's scholarship program available to undergraduates in their junior and senior years. Students will receive up to $25,000 per year. The deadline to apply is Wednesday, March 27, 2024. Voyager Scholarship|The Obama Foundation.

- Recognized Naomi Hightower's 100th Birthday.

- Announced that NHS will be hosting their Legacy Summit Workshop on Saturday, February 10 from 10am to 1pm. Topics include family and estate planning, small business planning and home purchasing. Sessions are available in English and Spanish. For additional information call (213) 381-2862.

- Requested the meeting be adjourned in memory of Maria F. Manning, Lillian Stewart and Victoria Mitchell.

- Encouraged the residents to sign up for the City's Emergency Alert Notification System. Sign up at comptoncity.org.

Councilmember Spicer offered the following communications/announcements:

- Commented on the success of the Second District Black History Month program held at Dollarhide last Saturday.

- Invited the youth ages 5-16 to participate in the Lueders Park "Junior Clippers Skills Clinic" scheduled to be held on Saturday, February 10.

- Announced an "Outing with the Seniors" scheduled to be held on Wednesday, February 14.

- Recognized his grandmother E. Jewel Bell's 94th Birthday.

Councilmember Bowers offered the following communications/announcements:

- Announced that FEMA is looking for students in grades 8 through 11 interested in supporting disaster preparedness to join the Youth Preparedness Council. To learn more about this program, go to ready.gov/kids/youth-preparedness-council. The application closes March 4.

- Requested the meeting be adjourned in memory of Benjamin Tilt.

***Councilperson Spicer out at 6:56 pm.**

Councilmember Darden offered the following communications/announcements:

- Commented on the success of the State-Mandated Audit Committee Meetings; Clean & Beautify the City Movement; City Manager Ride Along; First District Townhall Meeting at NHS; and the Black History Month celebration held at Dollarhide.

- Invited the seniors to attend the "Valentines Day Event" scheduled to be held on Monday, February 12 at Dollarhide.

- Encouraged the residents to attend the "Fourth District Business Roundtable" scheduled to be held on Thursday, February 15.

- Announced a "Free Paper & E-Waste Event" scheduled to be held on Saturday, February 24 from 9am to 12 noon at the Gateway Town Center near the Crystal Hotel.

- Encouraged the residents to attend the "Fourth District Townhall" scheduled to be held on Saturday, March 2 at Kelly Park from 10am to 12pm.

- Requested the meeting be adjourned in memory of M. Bellinzer and Linda R. Johnson.

- Encouraged the residents to contact Republic Services at (800) 299-4898 for bulky item pick up. 48-hour notice is required.

Mayor Sharif offered the following communications/announcements:

- Announced the Butterfly free transportation program for seniors. For more information or to reserve a ride contact (855) 301-1624.

- Commented on the success of the Homeless Count and Back-to-School Harley Drew Workshop.

- Invited the residents to attend the "City of Compton's Black History Month Celebration" scheduled to be held on Saturday, February 3 at Dollarhide between 12pm and 4pm.

- Invited the residents to attend the "Mayor & Eastmont Community Center's Free Tax Preparation Event" scheduled to be held on February 9 & 10 at Gonzales Park. For more information please call (424) 344-0961.

- Requested the meeting be adjourned in memory of Mary Sails and Lawrence J. Prudhomme.

ADJOURNMENT

On motion by Duhart, seconded by Darden, the meeting was adjourned in memory of **Maria F. Manning**, **Lillian Stewart**, **Victoria Mitchell**, **Benjamin Tilt**, **M. Bellinzer**, **Linda R. Johnson**, **Mary Sails** and **Lawrence J. Prudhomme** at 7:07 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – Spicer**

CITY CLERK OF THE CITY OF COMPTON **MAYOR OF THE CITY OF COMPTON**

FEBRUARY 13, 2024

The Compton City Council meeting was called to order at 5:35 p.m. by Mayor Emma Sharif in the Council Chambers of City Hall. The Moment of Silence Ceremony and the Pledge of Allegiance was also led by Mayor Emma Sharif.

ROLL CALL

Council Members Present: **D. Duhart, A. Spicer, J. Bowers, L. Darden, Mayor E. Sharif**
Council Members Absent: None

Other Officials Present: E. Perrodin, V. McDaniel, B. Mims, W. Hopkins

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. **POWERPOINT PRESENTATION – COMPTON SHERIFF 2023 CRIME STATISTIC INFORMATION (CAPTAIN BELL, LASD)**

Captain Bell, Compton Sheriffs' Department, offered a PowerPoint presentation on the Compton Sheriff Department's 2023 Crime Statistic Report.

Councilperson Spicer requested an update on the number of crimes that were solved in 2023. Captain Bell stated that he would submit the report to the City Manager.

Councilperson Duhart asked Captain Bell if arson is an issue in Compton. Captain Bell reported that RV-related arson is a recurring issue in the county areas bordering Compton.

Councilperson Darden asked Captain Bell if the special taskforce arrested anyone in January during the human trafficking & prostitution sting on Long Beach Boulevard. Captain Bell stated that four men were arrested for solicitation, and another man was additionally charged for possession of a controlled substance.

City Manager Hopkins requested the Sheriff's plan to addressing the global increase in crime. Captain Bell stated that they have a plan to collaborate with all law enforcement agencies.

Councilperson Bowers asked the City Attorney to provide the date in which the City's proposed street takeover ordinance will be discussed.

City Attorney Perrodin confirmed that the ordinance will be on next week's agenda.

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Vanessa Cain suggested the addition of two more council seats so that citizens can help the Sheriffs' Department address street takeovers. She affirmed that the City is growing and petitioned the City Council to consider her suggestion.

Fidel Marquez thanked Councilperson Bowers for his comments during the crime statistics presentation. He stated that crime is going up and so has his car and home insurance. He suggested the approval of the street takeover ordinance because the citizens are not seeing any relief.

Terrance Cumby requested the City's plan for addressing prostitution on Long Beach Boulevard. He questioned why an ordinance has not been adopted to empower the Sheriffs' Department to make arrests. He requested the status of the Artesia Bridge Project and asked the City to tell him what the consequences are to removing campaign signs from private property.

Miller Martin stated that he suspects foul play because he does not see any signage in the City regarding election day. He asked the City Council to think about the elected officials that went to jail for corruption. He also requested street improvements and brighter lights to assist the Sheriff's Department with crime prevention.

Tanya Lewis requested Mayor Sharif's vision for addressing homelessness, street improvements, increased revenue to the City, funds for senior programs, and improved relationships with the Sheriffs' Department. She also asked Mayor Sharif to put an item on the agenda that details her accomplishments since she was elected in 2021.

Lynn Boone asked Captain Bell if the Sheriff's Department can arrest someone for indecent exposure on Long Beach Boulevard. She also requested the consequences for not paying past due citations. In addition, she asked that someone explain why the fire department no longer has an arson unit and noted that they were excellent in the past.

Mark Smith petitioned the City to consider city-wide voting and the addition of two seats on the City Council. He requested the removal of public telephone booths and newspaper stands because he believes that they contribute to the blight in Compton. He affirmed that street takeovers are used to taunt law enforcement officials that start on Alondra Boulevard. He asked that someone look into the reasons why someone is dumping horse manure on the 2700 block of West Alondra Boulevard.

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

2. **APPOINTMENT(S) OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES**

   PLANNING COMMISSION – (CMC SECTION 2-8) (Councilperson Spicer)

Councilperson Bowers stated that his application contained blocked out information that he needs to see to make an informed decision. He recommended that this item be tabled to the March 12th agenda until after the election because he will be requesting the removal of officers from various commissions.

Mayor Sharif stated that she received the address of the applicant from the City Clerk.

Councilperson Darden asked if the reference section was no longer required on the application.

Councilperson Bowers requested background checks on some of the commissions.

On motion by Duhart, seconded by Spicer, to appoint **Cecil J. Ojeda** to the Planning Commission by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

CITY TREASURER'S REPORT

3. POWERPOINT PRESENTATION - FY24 SECOND QUARTER INVESTMENT REPORT – CITY TREASURER (Receive and File) **(Completed)**

City Treasurer Mims offered an oral report on the Fiscal Year 2024 Second Quarter Investment Report. A copy of this report is available at Investment Report (comptoncity.org).

Councilperson Bowers asked City Treasurer Mims if the City considered sticking with American banks for their transactions. City Treasurer Mims answered that the City has accounts with Wells Fargo and US Bank.

NEW BUSINESS

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING A MEMORANDUM OF AGREEMENT (MOA) BETWEEN THE CITY OF COMPTON AND THE SERVICE EMPLOYEES INTERNATIONAL UNIONS (SEIU) LOCAL 721, MAINTENANCE AND TRADES UNIT AND PUBLIC SAFETY AUXILARY FOR FISCAL YEAR 2023-2024

On motion by Spicer, seconded by Darden, **Resolution Number 25,975** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING A MEMORANDUM OF AGREEMENT (MOA) BETWEEN THE CITY OF COMPTON AND THE SERVICE EMPLOYEES INTERNATIONAL UNIONS (SEIU) LOCAL 721, MAINTENANCE AND TRADES UNIT AND PUBLIC SAFETY AUXILARY FOR FISCAL YEAR 2023-2024"** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO OPEN A PURCHASE ORDER TO PAY OUTSTANDING INVOICES FOR HOLLYWOOD ELITE SECURITY IN THE AMOUNT OF TEN THOUSAND FIVE HUNDRED AND SIXTY DOLLARS ($10,560)

Councilperson Spicer requested an explanation.

City Manager Hopkins stated that the City's current policy requires contracts over $25,000 be brought before the City Council for approval.

On motion by Spicer, seconded by Duhart, **Resolution Number 25,976** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO OPEN A PURCHASE ORDER TO PAY OUTSTANDING INVOICES FOR HOLLYWOOD ELITE SECURITY IN THE AMOUNT OF TEN THOUSAND FIVE HUNDRED AND SIXTY DOLLARS ($10,560)"** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING ONE (1) AGED OUT FIRE MODULAR AMBULANCE AS SURPLUS PROPERTY AND AUTHORIZING THE CITY MANAGER TO SELL, DONATE OR DISPOSE OF SAID VEHICLE TO FIRE TRUCKS UNLIMITED

Councilperson Spicer requested an explanation.

City Manager Hopkins explained that the City will be allowing Fire Trucks Unlimited to dispose of an older modular ambulance because shipping it back will cost more than the value of the unit.

On motion by Duhart, seconded by Darden, **Resolution Number 25,977** entitled **"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING ONE (1) AGED OUT FIRE MODULAR AMBULANCE AS SURPLUS PROPERTY AND AUTHORIZING THE CITY MANAGER TO SELL, DONATE OR DISPOSE OF SAID VEHICLE TO FIRE TRUCKS UNLIMITED"** was adopted by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

COUNCIL COMMENTS

Councilmember Darden offered the following communications/announcements:

- Reported broken lights on Long Beach Boulevard from Greenleaf to Pauline.

- Invited the business community to participate in a "Business Roundtable" scheduled to be held on Thursday, February 15. Additional details can be found on the City's website. comptoncity.org.

- Announced a "Free Paper & E-Waste Event" scheduled to be held on Saturday, February 24 from 9 am to 12 noon at the Gateway Town Center near the Crystal Hotel.

- Announced a Fourth District Townhall Meeting is scheduled to be held on Saturday, March 2 at Kelly Park from 10 am to 12 pm

- Encouraged the residents to contact Republic Services to call (800) 299-4898 for bulky item pick up. 48-hour notice is required.

Councilmember Bowers offered the following communications/announcements:

- Requested the meeting be adjourned in memory of Claude Buster Harvey.

Councilmember Spicer offered the following communications/announcements:

- Informed the seniors that the "Senior Outing" scheduled to be held on Wednesday, February 14 has been postponed to February 26.

Councilmember Duhart offered the following communications/announcements:

- Invited the youth to participate in the "Black History Month Celebration" scheduled to be held on Saturday, February 24 from 11am to 3pm at Sebree Park located at 1300 West El Segundo Boulevard. To register email Tdash@comptoncity.org.

- Announced the Obama Foundation's scholarship program available to undergraduates in their junior and senior years. Students will receive up to $25,000 per year. The deadline to apply is Wednesday, March 27, 2024. Voyager Scholarship|The Obama Foundation.

- Announced the "Employment & Training Administration Federal Grant Funding Capacity Building Bootcamp" scheduled to be held on Wednesday, March 13 from 9am to 4pm at Charles Drew University. To register contact Tiffany Thomas at (415) 625-7961.

- Reported a missing Culver Street sign on the southeast corner of Rosecrans and Culver.

Mayor Sharif offered the following communications/announcements:

- Commented on the success of the Technological Advanced Indoor Farms Discussion; Mayor & Eastmont Community Center's Free Tax Preparation Event; Kipp Community Schools Peace Education Event; and the Pan African Film Festival.

- Invited the residents to apply for city jobs at the "Compton Job Fair" scheduled to be held on Saturday, March 2 at Compton Community College from 9am to 2pm. For more information call (424) 344-0961.

- Encouraged local homeowners to find out if they are eligible for a homeowners exemption. The exemption will reduce the assessed value of a home by $7,000 for tax purposes. For more information please call (424) 344-0961.

ADJOURNMENT

On motion by Darden, seconded by Spicer, the meeting was adjourned in memory of **Claude Buster Harvey** at 7:30 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

_____ _____
CITY CLERK OF THE CITY OF COMPTON **MAYOR OF THE CITY OF COMPTON**

November 12, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ISSUANCE OF PURCHASE ORDER FOR PAYMENT OF CITY'S MEMBERSHIP DUES TO GATEWAY CITIES COUNCIL OF GOVERNMENTS ($31,185)**

SUMMARY

Adoption of this resolution will authorize the City Manager to issue a purchase order for City's annual membership dues to Gateway Cities Council of Governments in the amount of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185).

BACKGROUND

This organization provide educational resources to the City on issues facing local governments and provides networking opportunities with other City officials.

STATEMENT OF THE ISSUE

The City's membership dues must be paid for the City to remain in good standing and for City officials to attend conferences, workshops and utilize online resources. A purchase order needs to be issued for Gateway Cities Council of Governments in the amount of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185).

FINANCIAL IMPACT

Funds for Memberships and Publications in Account No. 1001-510-000-4219 have been appropriated in the Fiscal Year 2024-2025 Approved Budget, which will cover the membership dues of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185).

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution.

WILLIE A. HOPKINS, JR.
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ISSUANCE OF PURCHASE ORDER FOR PAYMENT OF CITY'S MEMBERSHIP DUES TO GATEWAY CITIES COUNCIL OF GOVERNMENTS ($31,185)

WHEREAS, the City of Compton has annually renewed membership dues for Gateway Cities Council of Governments; and

WHEREAS, membership in this organization provides educational resources to the City on issues facing local governments and networking opportunities for City officials; and

WHEREAS, annual membership dues must be paid for the City to remain in good standing and for City officials to attend conferences, workshops and utilize online resources; and

WHEREAS, funds for this expenditure in the amount of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185) are located in the Fiscal Year 2024-2025 Approved budget in Account No. 1001-510-000-4219 for Memberships and Publications; and

WHEREAS, City Council approval is needed in order for the City Manager to issue a purchase order on behalf of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager is hereby authorized to issue a purchase order in the amount of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185) to pay for the City's annual membership dues to Gateway Cities Council of Governments.

SECTION 2. That funds for membership dues are available in the Fiscal Year 2024-2025 Budget in Account No. 1001-510-000-4219 in the amount of Thirty-One Thousand One Hundred Eighty-Five Dollars ($31,185).

SECTION 3. That a copy of this Resolution shall be forwarded to the offices of the City Clerk, City Manager and the City Controller.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2024.

_____

MAYOR OF THE CITY OF COMPTON

MEMBERSHIP DUES FOR GATEWAY CITIES COUNCIL OF GOVERNMENT

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

2nd Request October 24, 2024

Bill to: *June 18, 2024 (originally mailed)*

City of Compton
Attention: Kim Powell, City Managers Office
Mr. Willie A. Hopkins Jr., City Manager
205 South Willowbrook Avenue
Compton, CA 90020

INVOICE

Annual Membership Dues for
Fiscal Year 2024-2025 *$31,185.00*

Total Due	***$31,185.00***

Please remit to:
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723

Thank you in advance for your prompt payment!

November 12, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **GENERAL SERVICES DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE GENERAL SERVICES DEPARTMENT 2024-2025 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ESTABLISH A PURCHASE ORDER TO TRC INVESTMENTS, LLC DBA SERVPRO FOR EMERGENCY REPAIR SERVICES RENDERED AT COMPTON FIRE STATION ONE ($61,073.42)**

SUMMARY

Staff is requesting City Council adoption of this resolution to amend the General Services Department 2024-2025 Fiscal Year Budget and establish a purchase order to TRC Investments DBA ServPro in the amount of **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** for services rendered for mold remediation and emergency repairs for Fire Station 1 Headquarters located at 201 South Acacia Avenue, Compton, California 90220.

BACKGROUND

The City of Compton owns certain real property located at 201 South Acacia Avenue, Compton, California 90220, known as Fire Station 1 Headquarters. On April 18, 2023, staff received a complaint about a leak on the roof caused by severe storms. The General Services Department examined the roof and other areas inside the fire station and determined that mold was detected.

Due to the detection of hazardous mold, which posed a health risk to staff and the public, the Fire Department requested an emergency mold remediation service and repair from ServPro in early 2023. ServPro completed the repairs to damages caused by the water leak determined and agreed to by the City. At the time, the department faced unexpected budget constraints. However, ensuring the health and welfare of the Compton Fire sworn personnel was a top priority, and the previous administration provided authorization to proceed with the emergency repair.

STATEMENT OF THE ISSUE

ServPro is a vendor that provides 24-hour service for fire damage, water damage, storm damage, biohazard removal, cleanup, mold remediation, restorations and more to

residential and businesses. On April 18, 2023, ServPro was called to mitigate the mold issue and proceeded to reconstruct and repair all the areas where mold was detected at Fire Station 1 as an immediate emergency measure. In 2023, the City Manager was authorized by Resolution Number 25,001, Section 5, that when faced with an urgent situation, the City Manager may authorize a purchase order of up to $75,000 without first obtaining City Council adoption by resolution if the purchase order is of urgent necessity for the preservation of life, health, property or fiscally stability.

Repairs and reconstruction of the facility where mold was detected have since been completed, and payment for services rendered is past due. Management transitions have led to the oversight of payment for these services. Staff met with ServPro's management team, and they agreed to waive late penalties in the amount of **Five Thousand Six Hundred Ninety-Eight Dollars and Eight Cents ($5,698.08)**. Invoice 4973176 in the amount of **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** remains unpaid, though the services were critical to public safety and were completed in a timely manner. The remediation services successfully mitigated the health risks associated with the mold outbreak. With the current budget cycle, sufficient funds are now available to pay the outstanding amount within the General Services Department.

ALTERNATIVE

No other alternative is offered at this time.

FISCAL IMPACT

Upon approval of this resolution, the City Council will authorize the General Services Department to amend the Fiscal Year 2024-2025 General Services Department budget as follows:

Decrease appropriation in:

Account No.	Description	Amount
1004-600-000-4300	Capital Outlay	$61,073.42

Increase appropriation in:

Account No.	Description	Amount
1004-600-000-4262	Other Professional Services	$61,073.42

Funds for this expenditure in the amount not to exceed **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** will be available in the FY 2024-2025 Budget in Account No. 1004-600-000-4262 Other Professional Services upon Mayor and Council Approval of the attached resolution.

RECOMMENDATION

It is recommended that the City Council approve the budget amendment and adopt the attached resolution.

NEBRASKA JONES
GENERAL SERVICES DIRECTOR

RONERICK D. SIMPSON
FIRE CHIEF

APPROVED FOR FORWARDING:

WILLIE A. HOPKINS
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE GENERAL SERVICES DEPARTMENT 2024-2025 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ESTABLISH A PURCHASE ORDER TO TRC INVESTMENTS, LLC DBA SERVPRO FOR EMERGENCY REPAIR SERVICES RENDERED AT COMPTON FIRE STATION ONE ($61,073.42)

WHEREAS, the General Services Department is responsible for maintaining the City's administrative buildings, parks, fire stations, service yards, and leased properties; and

WHEREAS, on April 18, 2023, staff received a complaint about a leak on the roof caused by severe storms; and

WHEREAS, General Services examined the roof and other areas inside the fire station and determined that mold was detected; and

WHEREAS, due to the detection of hazardous mold, which posed a health risk to staff and the public, the Fire Department requested an emergency mold remediation service and repair from TRC Investments, LLC DBA ServPro, and damage to the facility was repaired; and

WHEREAS, at the time, the department faced unexpected budget constraints; however, ensuring the health and welfare of the Compton Fire sworn personnel was a top priority, and the previous administration provided authorization to proceed with the emergency repair; and

WHEREAS, in 2023, the City Manager was authorized by Resolution Number 25,001, Section 5, that when faced with an urgent situation, the City Manager may authorize a purchase order of up to $75,000 without first obtaining City Council adoption by resolution if the purchase order is of urgent necessity for the preservation of life, health, property or fiscally stability, and

WHEREAS, repairs and reconstruction of the facility where mold was detected have since been completed, and payment for services rendered is past due; and

WHEREAS, staff met with ServPro's management team, and they agreed to waive late penalties in the amount of **Five Thousand Six Hundred Ninety-Eight Dollars and Eight Cents ($5,698.08);** and

WHEREAS, invoice 4973176 in the amount of **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** remains unpaid, though the services were critical to public safety and were completed in a timely manner; and

WHEREAS, the General Services Department is requesting a budget amendment in the 2024-2025 Fiscal Year Budget in the amount of **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** as follows:

Decrease appropriation in:

Account No.	Description	Amount
1004-600-000-4300	Capital Outlay	$61,073.42

Increase appropriation in:

Account No.	Description	Amount
1004-600-000-4262	Other Professional Services	$61,073.42

WHEREAS, funds for this expenditure in the amount not to exceed **Sixty-One Thousand Seven Three Dollars and Forty-Two Cents ($61,073.42)** will be available in

the FY 2024-2025 Budget in Account No. 1004-600-000-4262 Other Professional upon Mayor and Council Approval of the attached resolution; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Council will authorize the General Services Department to amend the Fiscal Year 2024-2025 General Services Department budget as follows:

Decrease appropriation in:

Account No.	Description	Amount
1004-600-000-4300	Capital Outlay	$61,073.42

Increase appropriation in:

Account No.	Description	Amount
1004-600-000-4262	Other Professional Services	$61,073.42

SECTION 2. That the City Manager is hereby authorized to establish a purchase order to the TRC Investments, LLC DBA ServPro in the amount **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)**.

SECTION 3. That funds in the amount not to exceed **Sixty-One Thousand and Seventy-Three Dollars and Forty-Two Cents ($61,073.42)** will be available in the 2024-2025 Fiscal Year budget in Account Number 1004-600-000-4262.

Section 4. That a copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, and the General Services Department.

Section 5. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

ServPro of Compton
12001 Woodruff Ave, Suite G
Downey, CA 90241
+15623923007
AR@servprodowney.com

Invoice

BILL TO	SHIP TO
City of Compton 201 S Acacia Ave Compton, Ca 90220	City of Compton Fire Station #1 201 S Acacia Ave Compton, Ca 90220

INVOICE #	DATE	TOTAL DUE	DUE DATE	TERMS	ENCLOSED
4973176	01/08/2024	$66,771.50	01/08/2024	Due on receipt	

DATE	ACTIVITY	DESCRIPTION	QTY	RATE	AMOUNT
04/05/2023	**Recon Mold/ Bio Haz**	Reconstruction	1	61,073.42	61,073.42
	Late fee	1.8% - Applied on Feb 8, 2024			1,099.32
	Late fee	1.8% - Applied on Mar 8, 2024			1,119.11
	Late fee	1.8% - Applied on Apr 8, 2024			1,139.25
	Late fee	1.8% - Applied on May 8, 2024			1,159.76
	Late fee	1.8% - Applied on Jun 8, 2024			1,180.64

WE APPRECIATE YOUR BUSINESS. Please remit payment to our office as soon as possible. Thank you!!

BALANCE DUE **$66,771.50**

Each SERVPRO® Franchise is Independently Owned and Operated.

November 12, 2024

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG) FOR THE PURPOSE OF PAYING THE FEES TO PARTICIPATE IN THE I-710 CORRIDOR ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) AND THE 91/605/405 MAJOR CORRIDOR STUDY FOR FISCAL YEAR 2024-2025 IN AN AMOUNT NOT TO EXCEED FORTY FIVE THOUSAND DOLLARS ($45,000).**

SUMMARY

This resolution authorizes the City Manager to issue a purchase order to Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees for participation in the I-710 Corridor Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the 91/605/405 Major Corridor Study Fiscal Year 2024-2025.

BACKGROUND

I-710 Corridor Environmental Impact Report/Environmental Impact Statement

The mission of the GCCOG includes transportation planning for the sub-region and advocating for maximum public sector funding for city and sub-regional projects. GCCOG adopted improvement of the I-710 freeway as one of its transportation priorities. The purpose and need for the study is to analyze traffic congestion, safety, air quality, goods movement, design deficiencies, land use constraints, cost effectiveness, environmental justice, aesthetics, noise, and adequacy of public transit as issues requiring attention and public action in any transportation improvement plan for the corridor. GCCOG served as the advocate for the inclusion of impacted municipalities in the completion of the study.

In April 2008, GCCOG entered into a Memorandum of Understanding (MOU) with Caltrans, LACMTA and SCAG to establish a multi-jurisdictional structure to fund and govern the implementation of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to study the locally preferred strategy developed by the Major Corridor Study and alternative improvements to the I-710. The MOU establishes an I-710 EIR/EIS Project Committee and an I-710 Executive Committee, each of which provides for and depends upon the participation of local elected and appointed officers.

91/605/405 Major Corridor Study

There are 15 separate communities in the SR-91/I-605/I-405 Corridor and each has unique needs, concerns and culture of community involvement. There are also similarities regarding certain concerns such as impact of future freight growth on mobility, air quality and economic viability of the individual communities, and potential property impacts for any freeway widening.

The study provides a foundation for understanding the mobility demands of the three freeway corridors, the complete range of multi-modal improvement needs, and how the improvement project should be shaped to accommodate the needs and concerns of the Gateway Cities.

STATEMENT OF THE ISSUE

In order for the City of Compton to continue to participate in providing input and feedback in relation to how the recommended studies impact the City to the Gateway Cities Council of Governments, annual fees must be paid.

Therefore, in order to authorized the City Manager to issue a purchase order to Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees for participation in the I-710 Corridor Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the 91/605/405 Major Corridor Study for Fiscal Year 2024-2025, City Council's authorization is necessary

FISCAL IMPACT

The amount of the invoices listed below will be received annually until the projects are completed.

Local Agency Participation in the EIR/EIS report for the I-710 Corridor	$ 25,000.00
Local Agency Participation in the 91/605/405 Major Corridor Study	$ 20,000.00
	$ 45,000.00

Funds to pay for participation fees for the above invoices in an amount not to exceed Forty Five Thousand Dollars **($45,000)** are available in Public Works Engineering Department's 2024-2025 Fiscal Year budget in Account No. 1900-710-000-4262.

ALTERNATIVES

The alternative is that the City of Compton would no longer be a part of the GCCOG and

would not provide input with regards to the I-710 Corridor EIR/EIS Report and the 91/605/405 Major Corridor Study as well as apply for, and receive, federal, state, and regional funding for improvement of these corridors.

RECOMMENDATION

It is recommended that the City Council approve the attached resolution authorizing the City Manager to issue a purchase order to Gateway Cities Council of Governments in the amount of $45,000.

JOHN D. STRICKLAND, JR.
DIRECTOR OF PUBLIC WORKS

APPROVED AS TO FORWARDING:

WILLIE A. HOPKINS, JR.
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER TO GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG) FOR THE PURPOSE OF PAYING THE FEES TO PARTICIPATE IN DISCUSSIONS FOR THE I-710 CORRIDOR ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) AND THE 91/605/405 MAJOR CORRIDOR STUDY FOR FISCAL YEAR 2024-2025 IN AN AMOUNT NOT TO EXCEED FORTY FIVE THOUSAND DOLLARS ($45,000).

WHEREAS, this resolution authorizes the City Manager to issue a purchase order to Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees for participation in the I-710 Corridor Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the 91/605/405 Major Corridor Study for Fiscal Year 2024-2025; and

WHEREAS, the mission of the GCCOG includes transportation planning for the sub-region and advocating for maximum public sector funding for city and sub-regional projects; and

WHEREAS, GCCOG adopted improvement of the I-710 Freeway as one of its transportation priorities; and

WHEREAS, the purpose and need for the study is to analyze traffic congestion, safety, air quality, goods movement, design deficiencies, land use constraints, cost effectiveness, environmental justice, aesthetics, noise, and adequacy of public transit as issues requiring attention and public action in any transportation improvement plan for the corridor and the GCCOG served as the advocate for the inclusion of impacted municipalities in the completion of the study; and

WHEREAS, in April 2008, GCCOG entered into a Memorandum of Understanding (MOU) with Caltrans, LACMTA and SCAG to establish a multi-jurisdictional structure to fund and govern the implementation of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to study the locally preferred strategy developed by the Major Corridor Study and alternative improvements to the I-710; and

WHEREAS, the MOU establishes an I-710 EIR/EIS Project Committee and an I-710 Executive Committee, each of which provides for and depends upon the participation of local elected and appointed officers; and

WHEREAS, there are 15 separate communities in the SR-91/I-605/I-405 Corridor and each has unique needs, concerns and culture of community involvement and there are also similarities regarding certain concerns such as impact of future freight growth on mobility, air quality and economic viability of the individual communities, potential property impacts for any freeway widening; and

WHEREAS, the study provides a foundation for understanding the mobility demands of the three freeway corridors, the complete range of multi-modal improvement needs, and how the improvement project should be shaped to accommodate the needs and concerns of the Gateway Cities; and

WHEREAS, in order for the City of Compton to continue to participate in providing input and feedback in relation to how the recommended studies impact the City to GCCOG, annual fees must be paid; and

WHEREAS, the amount of fees are listed below and will be received annually until the projects are completed.

Local Agency Participation in the EIR/EIS report for the I-710 Corridor	$ 25,000.00
Local Agency Participation in the 91/605/405 Major Corridor Study	$ 20,000.00
	$ 45,000.00

WHEREAS, funds to pay for participation fees are in an amount not to exceed Forty Five Thousand Dollars **($45,000.00)** are available in Public Works Engineering Department's 2024-2025 Fiscal Year budget in Account No. 1900-710-000-4262; and

WHEREAS, in order for the City Manager to issue a purchase order to Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees for participation in the I-710 Corridor Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the 91/605/405 Major Corridor Study for Fiscal Year 2024-2025, City Council's authorization is necessary

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager is authorized to issue a purchase order to GCCOG in the amount of Forty Five Thousand Dollars ($45,000.00).

SECTION 2. That the funds to pay for membership and participation fees are available in Public Works Department's 2024-2025 Fiscal Year budget in Account Number 1900-710-000-4262.

SECTION 3. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk and Public Works Engineering Department.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____ 2024.

That said resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

November 12, 2024

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN IMPLEMENTATION AGREEMENT BETWEEN THE CITY OF COMPTON AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG) FOR THE PURPOSE OF PAYING FEES TO PARTICIPATE IN THE ALONDRA BOULEVARD COMPLETE STREET STUDY AND ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED SEVENTEEN THOUSAND SEVEN HUNDRED FIFTY NINE DOLLARS AND SIXTY FOUR CENTS ($17,759.64).**

SUMMARY

This resolution authorizes the City Manager to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64).

BACKGROUND

Alondra Boulevard is a major east/west arterial corridor through the Gateway Cities from Calverton Drive in the City of La Mirada west to Haskins Avenue in the City of Compton for a total of 15.28 miles. Alondra Boulevard carries a significant amount of traffic, particularly in relieving heavy traffic volumes along the I-710, I-605, and I-5 freeways, which it crosses at various points.

The Study would develop a subregional Complete Street Master Plan for Alondra Boulevard, which is a high priority high quality transit arterial within the Gateway Cities. This high priority corridor is based on the Gateway Cities COG Board approved prioritization process. The limits extend from COG boundary to COG boundary for a total of approximately 15.28 miles (total).

The master plan will maximize multimodal opportunities on the east/west arterial corridor within the Gateway Cities, as well as maximize the ability to obtain grants for design and construction. The development of the Study would position the participating agencies to apply for, and receive, federal, state, and regional funding for improvement of the Corridor.

STATEMENT OF THE ISSUE

Section 21 of the Joint Exercise of Powers Agreement of the Gateway Cities Council of Governments, to which the City of Compton is a signatory, provides that when authorized by the Board of Directors, affected Members may execute an implementation agreement for the purpose of authorizing GCCOG to implement, manage and administer area-wide and regional programs in the interest of the local public welfare, and that the costs incurred by such program, including indirect costs, shall be assessed only to those members who are parties to an implementation agreement.

The City of Compton, along with other agencies through which the Alondra Boulevard Corridor ("Corridor") runs, is desirous of establishing a "Complete Streets" study for a subregional arterial corridor plan for this major Corridor to relieve traffic congestion and to enhance active transportation opportunities in the neighboring communities, and for GCCOG to coordinate and implement such a study ("Alondra Boulevard Complete Street Study" or the "Study").

To the fullest extent of its authority, the City of Compton authorizes GCCOG to implement and initiate the Alondra Boulevard Complete Street Study, including any initial feasibility studies required to coordinate with other transportation studies. Further, the City authorizes GCCOG to request funding from and to partner with other public agencies for the Alondra Boulevard Complete Street Study (including, but not limited to, Caltrans, SCAG, and Metro.

In order for the City Manager to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in the amount of $17,759.64, City Council's authorization is necessary

FISCAL IMPACT

The City agrees to pay GCCOG, upon execution of this Agreement, an assessment in the amount of $17,759.64 for the City's proportional share of the projected costs of the Study.

Funds to pay for participation in the Alondra Boulevard Complete Street Study in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64) are available in Public Works Engineering Department's 2024-2025 Fiscal Year budget in Account No. 1900-710-000-4262.

ALTERNATIVES

The City desires to participate in the Alondra Boulevard Complete Street Study to position the participating cities including the City of Compton to apply for, and receive, federal, state, and regional funding for improvement of the Corridor. Therefore, no alternatives are being proposed.

RECOMMENDATION

It is recommended that the City Council approve the attached resolution authorizing the City Manager to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in the amount of $17,759.64.

JOHN D. STRICKLAND, JR.
DIRECTOR OF PUBLIC WORKS

APPROVED AS TO FORWARDING:

WILLIE A. HOPKINS, JR.
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN IMPLEMENTATION AGREEMENT BETWEEN THE CITY OF COMPTON AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS FOR THE PURPOSE OF PAYING FEES TO PARTICIPATE IN THE ALONDRA BOULEVARD COMPLETE STREET STUDY AND ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED SEVENTEEN THOUSAND SEVEN HUNDRED FIFTY NINE DOLLARS AND SIXTY FOUR CENTS ($17,759.64).

WHEREAS, this resolution authorizes the City Manager to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64); and

WHEREAS, Alondra Boulevard is a major east/west arterial corridor through the Gateway Cities from Calverton Drive in the City of La Mirada west to Haskins Avenue in the City of Compton for a total of 15.28 miles; and

WHEREAS, Alondra Boulevard carries a significant amount of traffic, particularly in relieving heavy traffic volumes along the I-710, I-605, and I-5 freeways, which it crosses at various points; and

WHEREAS, the Study would develop a subregional Complete Street Master Plan for Alondra Boulevard, which is a high priority high quality transit arterial within the Gateway Cities; and

WHEREAS, this high priority corridor is based on the Gateway Cities COG Board approved prioritization process and the limits extend from COG boundary to COG boundary for a total of approximately 15.28 miles (total); and

WHEREAS, the master plan will maximize multimodal opportunities on the east/west arterial corridor within the Gateway Cities, as well as maximize the ability to obtain grants for design and construction; and

WHEREAS, the development of the Study would position the participating agencies to apply for, and receive, federal, state, and regional funding for improvement of the Corridor; and

WHEREAS, Section 21 of the Joint Exercise of Powers Agreement of the Gateway Cities Council of Governments, to which the City of Compton is a signatory, provides that when authorized by the Board of Directors, affected Members may execute an implementation agreement for the purpose of authorizing GCCOG to implement, manage and administer area-wide and regional programs in the interest of the local public welfare, and that the costs incurred by such program, including indirect costs, shall be assessed only to those members who are parties to an implementation agreement; and

WHEREAS, the City of Compton, along with other agencies through which the Alondra Boulevard Corridor (“Corridor”) runs, is desirous of establishing a “Complete Streets” study for a subregional arterial corridor plan for this major Corridor to relieve traffic congestion and to enhance active transportation opportunities in the neighboring communities, and for GCCOG to coordinate and implement such a study (“Alondra Boulevard Complete Street Study” or the “Study”); and

WHEREAS, to the fullest extent of its authority, the City of Compton authorizes GCCOG to implement and initiate the Alondra Boulevard Complete Street Study, including any initial feasibility studies required to coordinate with other transportation studies. Further, the City authorizes GCCOG to request funding from and to partner with

other public agencies for the Alondra Boulevard Complete Street Study (including, but not limited to, Caltrans, SCAG, and Metro; and

WHEREAS, the City agrees to pay GCCOG, upon execution of this Agreement, an assessment in the amount of $17,759.64 for the City's proportional share of the projected costs of the Study; and

WHEREAS, funds to pay for participation in the Alondra Boulevard Complete Street Study in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64) are available in Public Works Engineering Department's 2024-2025 Fiscal Year budget in Account No. 1900-710-000-4262; and

WHEREAS, in order for the City Manager to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in the amount of $17,759.64, City Council's authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager is authorized to enter into an implementation agreement between the City of Compton and the Gateway Cities Council of Governments (GCCOG) for the purpose of paying fees to participate in the Alondra Boulevard Complete Street Study and issue a purchase order in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64).

SECTION 2. That funds to pay for participation in the Alondra Boulevard Complete Street Study in an amount not to exceed Seventeen Thousand Seven Hundred Fifty Nine Dollars and Sixty Four Cents ($17,759.64) are available in Public Works Engineering Department's 2024-2025 Fiscal Year budget in Account No. 1900-710-000-4262.

SECTION 3. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk and Public Works Engineering Department.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____ 2024.

That said resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

ALONDRA BOULEVARD COMPLETE STREET STUDY

IMPLEMENTATION AGREEMENT

BY AND BETWEEN

GATEWAY CITIES COUNCIL OF GOVERNMENTS

AND

CITY OF COMPTON

THIS ALONDRA BOULEVARD COMPLETE STREET STUDY IMPLEMENTATION AGREEMENT ("Agreement") is made and entered as of the ____ day of _____, 2024, by and between the Gateway Cities Council of Governments ("Gateway") and the City of _____, a municipal corporation ("City"), individually a "party" and collectively, the "parties".

W I T N E S S E T H:

In consideration of the mutual covenants and conditions set forth herein, the parties hereto agree as follows:

Section 1. Findings. This Agreement is made and entered into with respect to the following facts:

(a) Alondra Boulevard is a major east/west arterial corridor through the Gateway Cities from Calverton Drive in the City of La Mirada west to Haskins Avenue in the City of Compton for a total of 15.28 miles.

(b) Alondra Boulevard carries a significant amount of traffic, particularly in relieving heavy traffic volumes along the I-710, I-605, and I-5 freeways, which it crosses at varying points.

(c) The City, along with other agencies through which the Alondra Boulevard Corridor ("Corridor") runs, is desirous of establishing a "Complete Streets" study for a subregional arterial corridor plan for this major Corridor to relieve traffic congestion and to enhance active transportation opportunities in the neighboring communities, and for GCCOG to coordinate and implement such a study ("Alondra Boulevard Complete Street Study" or the "Study").

(d) The development of the Study would position the participating agencies to apply for, and receive, federal, state, and regional funding for improvement of the Corridor.

(e) Section 21 of Joint Exercise of Powers Agreement of the Gateway Cities Council of Governments, to which the City is a signatory, provides that when authorized by the Board of Directors, affected Members may execute an implementation agreement for the purpose of authorizing GCCOG to implement, manage and administer area-wide and regional programs in the interest of the local public welfare, and that the costs incurred by such program, including indirect costs, shall be assessed only to those members who are parties to an implementation agreement.

Section 2. Implementation of Alondra Boulevard Complete Street Study. To the fullest extent of its authority, the City authorizes GCCOG to implement and initiate the Alondra Boulevard Complete Street Study, including any initial feasibility studies required to coordinate with other transportation studies. Further, the City authorizes GCCOG to request funding from and to partner with other public agencies for the Alondra Boulevard Complete Street Study (including, but not limited to, Caltrans, SCAG, and Metro).

Section 3. Scope of Work. The Scope of Work to be performed for the Study under this Agreement is described in Attachment A attached hereto and incorporated by this reference.

Section 4. Assessment for Proportional Costs of Study. The City agrees to pay to GCCOG upon execution of this Agreement an assessment in the amount set forth in Attachment A for City's proportional share of the projected costs of the Study.

Section 5. Committees.

(a) Alondra Boulevard Complete Street Study Committee. There is hereby established a committee to be known as the Alondra Boulevard Complete Street Study Committee. The Alondra Boulevard Complete Street Study Committee shall consist of an elected member of the legislative body of each agency that has entered into a Alondra Boulevard Complete Street Study Implementation Agreement with GCCOG, designated by the respective legislative bodies. The Alondra Boulevard Complete Street Study Committee will work in coordination with the Alondra Boulevard Complete Street Study Technical Advisory Committee to provide policy assistance, guidance, and direction to GCCOG regarding the Study. All members of the Alondra Boulevard Complete Street Study Committee shall receive a stipend of one hundred dollars ($100) for attendance at each meeting.

(b) Alondra Boulevard Complete Street Study Technical Advisory Committee. There is hereby established a committee to be known as the Alondra Boulevard Complete Street Study Technical Advisory Committee. The Alondra Boulevard Complete Street Study Technical Advisory Committee shall consist of a staff representative of each agency that has entered into an Alondra Boulevard Complete Street Study Implementation Agreement with GCCOG, designated by the City Manager or, for the County of Los Angeles, the appropriate designating authority. Such designated representative shall be the Public Works Director or other employee or consultant with

relevant technical knowledge. The Alondra Boulevard Complete Street Study Technical Advisory Committee shall report to and receive direction from the Alondra Boulevard Complete Street Study Committee.

Section 6. Meetings. All regular, adjourned, and special meetings of the committees established by this Agreement shall be called and conducted in accordance with the Ralph M. Brown Act, Government Code Section 54950 *et seq*., as amended from time to time.

Section 7. Defense and Indemnification.

(a) To the fullest extent permitted by law, each Party ("Indemnifying Party") mutually agrees to defend, indemnify, and save and hold harmless the other Party, its officials, officers, agents, employees, and volunteers ("Indemnified Party") from and against any claim, loss, liability, damage, lawsuit, cost, or expense ("Claim") that arises out of, or is any way related to, the performance of this Agreement and attributable to the acts or omissions of the Indemnifying Party. This obligation extends, without limitation, to any injury, death, loss, or damage which occurs in the performance of the Agreement. Each Party certifies that it has adequate self-insured retention of funds to meet any obligation arising from this Agreement, and it shall continue to maintain such funds throughout the term of this Agreement. Notwithstanding the foregoing, nothing herein shall be construed to require any Party to defend and indemnify the other Party from any Claim arising from the sole negligence or willful misconduct of the other Party. Nothing in this section shall be construed as authorizing an award of attorney fees in any action on or to enforce the terms of this Agreement. This obligation shall apply to all Claims and liability regardless of whether any insurance policies are applicable. Any policy limits shall not act as a limitation upon the amount of defense or indemnification to be provided.

(b) At its sole discretion, the Indemnified Party may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the Indemnifying Party of any obligation imposed by this Agreement. The Parties shall notify each other promptly of any claim, action or proceeding and cooperate fully in the defense. The Parties agree to defend themselves from any claim, action or proceeding arising out of the concurrent acts or omissions of each Party. In such cases, the Parties agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs. Where a trial verdict or arbitration award allocates or determines the comparative fault of the Parties, the Parties may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

Section 8. Notices. Any notice required to be given or delivered by any provision of this Agreement shall be deposited in any United States Post Office, registered or certified, postage prepaid, addressed as set forth below, and shall be deemed to have been received by the Party to whom the same is addressed at the expiration of seventy-two (72) hours thereafter. Written notice shall be directed as follows unless a Party provides written notice of change of address for notices:

To GCCOG: Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723
Attention: Executive Director

To City: _____
_____
_____
_____

Section 9. Waiver. Waiver by a party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, or a waiver of any subsequent breach or violation of any provision of this Agreement.

Section 10. Law to Govern; Venue. This Agreement shall be interpreted, construed, and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

Section 11. Construction. The Parties have participated jointly in the negotiation and drafting of this Agreement. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

Section 12. Entire Agreement. This Agreement constitutes the entire agreement of the parties with respect to the subject matter hereof and supersedes all prior or contemporaneous agreements, whether written or oral, with respect thereto. This Agreement may be amended as agreed upon by the Parties in writing.

Section 13. Severability. If any term, provision, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

Section 14. Attorneys' Fees. In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of reasonable fees, costs and expenses, in addition to any other relief to which it may be entitled.

Section 15. Successors. This Agreement shall be binding upon and inure to the benefit of any successor of a Party.

Section 16. Assignment and Delegation. Neither Party shall assign any rights nor delegate any duties under this Agreement without the written consent of the other Party.

Section 17. Counterparts. This Agreement may be executed in one or more counterparts, all of which together shall constitute a single agreement, and each of which shall be an original for all purposes.

Section 18. Execution. The persons executing this Agreement on behalf of the Parties warrant and represent that they have the authority to execute this Agreement on behalf of the Parties and have the authority to bind the Parties to the provisions of this Agreement.

Section 19. Electronic Signatures. The Parties acknowledge and agree that execution of this Agreement by electronic signatures or electronic transmittal of signatures are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

IN WITNESS WHEREOF**,** the Parties have caused the Agreement to be executed as of the day and year first written above.

CITY OF COMPTON

By: _____
Willie A. Hopkins, Jr., City Manager

ATTEST:
City Clerk

By: _____
Vernell McDaniel, City Clerk

APPROVED AS TO FORM:

_____
Eric J. Perrodin, City Attorney

GATEWAY CITIES COUNCIL OF GOVERNMENTS

_____
Ariel Pe, President

ATTEST:

_____
Hector De La Torre, Secretary

APPROVED AS TO FORM

_____
Ivy M. Tsai, General Counsel

Attachment A

Alondra Boulevard Complete Street Study
Scope of Work and Budget

Attachment A
Gateway Cities Council of Governments
SCOPE OF WORK

Project ID: LA0G1717

Project Title: Alondra Boulevard Complete Street Study

Project Limits: The project is located at Calverton Drive in the City of La Mirada west to Shashkins Avenue in the City of Compton, for a total of 15.28 miles.

Which traverses through the jurisdictions of **La Mirada, Santa Fe Springs, Cerritos, Norwalk, Bellflower, Paramount, Compton, and Unincorporated LA,**

in the **Gateway Cities Council of Governments** area.

Project Description:

Develop a subregional Complete Street master plan for Alondra Boulevard, which is a high priority high quality transit arterial within the Gateway Cities. This high priority corridor is based on the Gateway Cities COG Board approved prioritization process. The limits extend from COG boundary to COG boundary for a total of approximately 15.28 miles (total). This masterplan will maximize multimodal opportunities on this E/W arterial corridor within the Gateway Cities, as well as maximize our ability to obtain grants for design and construction.

Project Funding:

PROJECT ITEM	Grant funds (**LACMTA**)	**LOCAL AGENCY**	TOTAL
Planning, Design, Engineering	$163,414	$65,787	$229,201
TOTAL BUDGET COST	$163,414	$65,787	$229,201

SCOPE:

I. Task 1: Project Management and Administration

a. Project Initiation

The GCCOG will hold a kick-off meeting with the Cities and Metro to discuss the project scope of work, goals and objectives. A meeting agenda, minutes and action items listing will be produced.

b. Project Administration

The GCCOG will submit complete invoice packages to Metro based on existing/status quo protocol. The progress report will contain the following components:

1. Executive summary
2. Description of the tasks or deliverables completed
3. Management issues, including status, resolution and action items
4. Project task schedule describing percentages of completeness of each task
5. Schedule and schedule tracking narrative
6. List of deliverable items
7. Dollar amount for which payment is requested.

c. Project Management

The GCCOG will complete the project including the technical tasks included in this scope as well as the Project Management of the overall project.

b. Task 2: Review Existing Documentations

The GCCOG will gather all relevant document and literature for review and summarize useful information and findings relating to the Corridor, including the STP, relevant transit plans, relevant agency land use plans, and relevant as-builts.

Deliverable: Technical memo/ summary report listing documents reviewed.

c. Task 3: Corridor Evaluation Documentations

a. Existing Conditions Corridor Evaluation and Analysis

The GCCOG will conduct thorough existing conditions analysis by identifying opportunities and constraints for the multimodal Corridor. This is partially obtained via a 1-on-1 meeting with each agency, which will be documented in the report. Evaluation analysis could include the current traffic conditions and Levels of Service, truck volumes/impacts, pavement needs, pedestrian and bicycle traffic, transit connections, parking and other commercial and residential linkages, and City entryways, or gateways, and potential safe routes to school options.

b. Future Conditions Corridor Evaluation and Analysis

The GCCOG will use data and information from recent studies on future conditions along the project Corridor and conduct thorough future conditions analysis for the multimodal Corridor. Evaluation analysis would include the 2035 traffic conditions and Levels of Service, truck volumes/impacts, pavement needs, pedestrian and bicycle traffic, transit connections, parking and other commercial and residential linkages, and City entryways, or gateways, and potential safe routes to school options.

Deliverable: Technical memo/ summary report regarding the existing conditions, constraints, opportunities.

d. Task 4: Conduct Complete Streets Needs Analysis

The GCCOG will conduct a detailed needs analysis for complete streets and multimodal Corridor development, along with identifying constraints/opportunities.

Deliverable: Technical memo/ summary report regarding the needs and along with providing recommendations for consideration based on the constraints and opportunities.

e. Task 5: Community and Stakeholder Outreach

a. Stakeholder and Community Outreach

The GCCOG will coordinate meetings to discuss project with various stakeholder agencies. The GCCOG will also conduct stakeholder outreach after developing the concept alternatives and after the development of the draft Master Plan.

The GCCOG will develop a workshop to introduce the project to the public, define project parameters, inform community of project opportunities and constraints, and solicit opinions from the community. The GCCOG will also conduct community outreach after developing the concept alternatives and after the development of the draft Master Plan.

Deliverable: Coordinate and attend Meetings and a coordinate and conduct a Workshop.

f. Task 6: Complete Streets Implementation Alternatives

a. Develop Alternatives

Based on the existing and future conditions evaluation and the stakeholder/community input, the GCCOG will develop alternative concepts for complete street implementation, and will include plans, sketches, and photos.

Two primary alternatives considered include 1) the Florence Avenue Corridor as a "Complete Street" in an "unconstrained" condition to quantify the high level engineering and feasibility, and 2) as a multi-modal Corridor evaluated for consistency across the sub-region, including a potentially phased approach to a Complete Street, along with any major challenges as well as project benefits so that potential funding partners could understand the holistic context of the improvements.

Deliverable: Develop concepts and exhibits, via alternatives, to support the needs identified.

g. Task 7: Prepare Conceptual Complete Streets Plan

Based on the preferred design alternative chosen in the stakeholder and community outreach efforts and discussions with the Cities, the GCCOG will develop a draft Concept Master Plan.

Deliverable: Develop concept plan to incorporate into the Draft Report. This is the first step in creating the Draft Report.

h. Task 8: Develop Conceptual Design Alternatives for Complete Streets Plan with Cost Estimates

The GCCOG will develop conceptual design alternatives with cost estimates. Illustrations will be made in plan view, as street cross sections, and as sketches.

Deliverable: Develop cost estimates to accompany the concept alterative preferred, to incorporate into the draft Report.

i. Task 9: Presentation to Committees and City Councils, Describing Quantified and Other Benefits

The GCCOG will prepare and present PowerPoint presentations to Committees and City Councils, describing quantified and other benefits.

Deliverable: Develop presentations and present at needed.

j. Task 10: Finalize Conceptual Design of Complete Streets Master Plan with Needed Delivery Schedule for Preliminary Engineering, Design, and Construction

The GCCOG will finalize the Master Plan, with proposed implementation schedule concepts indicating funding opportunities to leverage.

Deliverable: Prepare final report for approval by the Corridor Committee.

Project Cost, including Overall Funding, by Jurisdiction:

The following tables includes the linear distance of the Corridor by jurisdiction, and a funding cost summary. Based on past Complete Streets efforts, and overall cost was developed for the project. The GCCOG coordinated with Metro to provide a grant in the total amount of $163,414 for the Alondra Boulevard Corridor. To fully fund the project, this Implementation Agreement includes a 29% match, which is defined in the table below under the "Portion Paid by City" column, to fully fund the overall project scope of work totaling $229,200.

Total Miles per Jurisidciton and Cost Breakdown		GCCOG Subsidy to Project via Prop C	Jurisdiction Contribution	Total Project Study Cost
La Mirada	1.70	$ 18,180.88	$ 7,319.12	$ 25,500.00
Santa Fe Springs	1.01	$ 10,801.58	$ 4,348.42	$ 15,150.00
Norwalk	2.69	$ 28,715.09	$ 11,559.91	$ 40,275.00
Cerritos	0.87	$ 9,250.86	$ 3,724.14	$ 12,975.00
Bellflower	2.13	$ 22,726.10	$ 9,148.90	$ 31,875.00
Paramount	2.40	$ 25,613.65	$ 10,311.35	$ 35,925.00
Compton	4.13	$ 44,115.36	$ 17,759.64	$ 61,875.00
(Not GCCOG)	0.26	$ 2,780.60	$ 1,119.40	$ 3,900.00
LA County Unincorporated	0.12	$ 1,229.88	$ 495.12	$ 1,725.00
Total Corridor Miles	15.28	$ 163,414	$ 65,786.00	$ 229,200.00

Schedule:

The Gateway Cities Council of Governments (GCCOG) proposes to complete the Alondra Boulevard Complete Street Evaluation and Master Plan over the period of approximately 1 1/2 years, with an anticipated kick off on July 1, 2024.

Alondra Corridor Complete Street Schedule

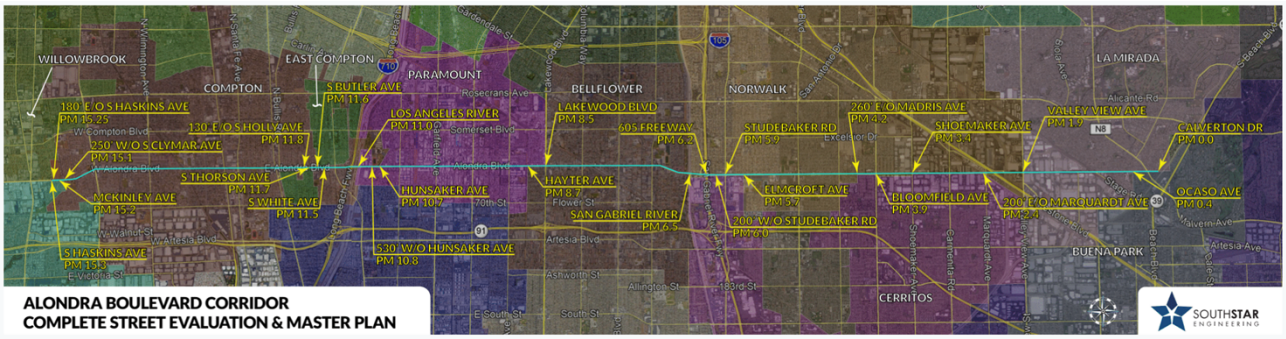
Exhibit 1 - Revised Schedule

Gateway Cities Council of Governments

Start Date Estimate = 7/1/2024

TASK	PROGRESS	START	END	Weeks per Task	Period 1 (1–6)	Period 2 (7–12)	Period 3 (13)
Phase 1 (Months 1-6)							
Task 1 - PROJECT MANAGEMENT AND ADMINISTRATION	0%	7/1/24	1/1/26	78	0%	0%	
Task 2 - REVIEW EXISTING DOCUMENTATIONS	0%	7/1/24	5/1/25	43	0%		
Phase 2 (Months 6-12)				0			
Task 3 - CORRIDOR EVALUATION AND ANALYSIS – EXISTING AND FUTURE CONDITIONS AS MULTI-MODAL CORRIDOR	0%	10/1/24	8/1/25	43	0%		
Task 4 - CONDUCT COMPLETE STREETS NEEDS ANALYSIS	0%	11/1/24	9/1/25	43	0%	0%	
Phase 3 (Months 13-18)				0			
TASK 5 - COMMUNITY AND STAKEHOLDER OUTREACH	0%	11/1/24	11/1/24	0	0%	0%	
Task 6 - COMPLETE STREETS IMPLEMENTATION ALTERNATIVES	0%	10/1/24	1/1/26	65	0%	0%	
Task 7 - PREPARE CONCEPTUAL DESIGN OF COMPLETE STREETS MASTER PLAN	0%	10/1/24	12/1/25	61	0%	0%	
Task 8 - DEVELOP CONCEPTUAL DESIGN ALTERNATIVE FOR A COMPLETE STREETS PLAN WITH COST ESTIMATE	0%	12/1/24	1/1/26	57	0%	0%	
Phase 4 (Months 19-24)				0			
Task 9 - PRESENTATION TO COMMITTEES AND CITY COUNCILS, DESCRIBING QUANTIFIED AND OTHER BENEFITS	0%	5/1/25	1/1/26	35	0%	0%	
Task 10 - FINALIZE CONCEPTUAL DESIGN OF COMPLETE STREETS MASTER PLAN WITH NEEDED DELIVERY SCHEDULE FOR PRELIMINARY ENGINEERING, DESIGN, AND CONSTRUCTION	0%	5/1/25	1/1/26	35	0%	0%	

Project Map:


WILLOWBROOK
EAST COMPTON
COMPTON
PARAMOUNT
BELLFLOWER
NORWALK
LA MIRADA
180' E/O S HASKINS AVE
PM 15.25
130' E/O S HOLLY AVE
PM 11.8
250' W/O S CLYMAR AVE
PM 15.1
S BUTLER AVE
PM 11.6
LOS ANGELES RIVER
PM 11.09
LAKEWOOD BLVD
PM 8.5
605 FREEWAY
PM 6.2
260' E/O MADRIS AVE
PM 4.2
STUDEBAKER RD
PM 3.9
SHOEMAKER AVE
PM 3.4
VALLEY VIEW AVE
PM 1.9
CARVERTON DR
PM 0.0
S THORSON AVE
PM 11.7
MCKINLEY AVE
PM 15.2
S WHITE AVE
PM 11.5
HUNSAKER AVE
PM 10.7
HAYTER AVE
PM 8.7
ELMCROFT AVE
PM 5.7
BLOOMFIELD AVE
PM 3.9
200' E/O MARQUARDT AVE
PM 2.4
OCASO AVE
PM 0.4
S HASKINS AVE
PM 13.1
530' W/O HUNSAKER AVE
PM 10.8
SAN GABRIEL RIVER
PM 4.3
200' W/O STUDEBAKER RD
PM 2.0
BUENA PARK
CERRITOS
ALONDRA BOULEVARD CORRIDOR
COMPLETE STREET EVALUATION & MASTER PLAN
SOUTHSTAR ENGINEERING

Alondra Boulevard: East to West

Jurisdiction	Segment Limits	Linear Miles Through Jurisdiction	Linear Miles Through Jurisdiction
La Mirada/Buena Park (Not GCCOG)	Calverton Dr. to Ocaso Ave.	0.4	
La Mirada	Ocaso Ave. to Valley View Ave.	1.5	
Santa Fe Springs	Valley View Ave. to 200' East of Marquardt Ave.	0.51	
Santa Fe Springs/Cerritos	200' West of Marquardt Ave. to Shoemaker Ave.	1	
Norwalk	Shoemaker Ave. to Bloomfield Ave.	0.5	
Cerritos/Norwalk	Bloomfield Ave. to 260' East of Madris Ave.	0.26	0
Norwalk	260' East of Madris Ave. to Elmcroft Ave.	1.55	
Cerritos/Norwalk	Elmcroft Ave. to Studebaker Rd.	0.25	0.
Norwalk	Studebaker Rd. to 200' West of Studebaker Rd.	0.04	
Cerritos/Norwalk	200' West of Studebaker Rd. to 605 Freeway	0.22	0
Norwalk	605 Freeway to San Gabriel River	0.23	
Bellflower	San Gabriel River to Lakewood Blvd.	2	
Bellflower/Paramount	Lakewood Blvd. to Hayter Ave.	0.25	0.
Paramount	Hayter Ave. to Hunsaker Ave.	2.03	
Paramount/Compton	Hunsaker Ave. to 530' West of Hunsaker Ave.	0.1	0
Paramount	530' West of Hunsaker Ave. to Los Angeles River	0.19	
Compton	Los Angeles River to S White Ave.	0.42	
Compton/LA County Unincorporated	S White Ave. to S Butler Ave.	0.12	0
Compton	S Butler Ave. to S Thorson Ave.	0.11	
Compton/LA County Unincorporated	S Thorson Ave. to 130' East of S Holly Ave.	0.11	0.
Compton	130' East of S Holly Ave. to 250' West of S Clymar Ave.	3.3	
Compton/Carson (Not GCCOG)	250' West of S Clymar Ave. to McKinley Ave.	0.09	0.
Compton	McKinley Ave. to 180' East of S Haskins Ave.	0.07	
Compton/Carson (Not GCCOG)	180' East of S Haskins Ave. to S Haskins Ave.	0.03	0.
	Total Corridor Miles	15.28	

November 6, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **BRYAN SPRAGG, DIRECTOR OF RECREATION**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A SERVICE AGREEMENT AND OPEN A PURCHASE ORDER WITH EPIC SURFACES TO PAY FOR THE RESURFACING OF THE BASKETBALL COURTS AT BURRELL, CESAR CHAVEZ, KELLY, AND SOUTH PARKS FOR THE AMOUNT OF $67,500.00**

SUMMARY

Adoption of the attached resolution will establish a Purchase Order to pay for the resurfacing of the basketball courts at Burrell, Cesar Chavez, Kelly, and South parks during the fiscal year 2024-2025.

BACKGROUND

The City of Compton's Recreation Department provides resources which meet the needs of the community through highly accessible, enjoyable and varied opportunities for learning and recreation. The City has basketball courts at Burrell, Kelly, South (2 courts), and Cesar Chavez parks. The basketball courts have significant damage and require resurfacing/repair services to help prolong the life of the basketball courts within the City. In order to maintain this resource, the City of Compton must contract with a professional provider to keep the basketball courts in a safe condition. The City is seeking basketball court resurfacing services.

STATEMENT OF THE ISSUE

City Council approval is needed to pay for the resurfacing of the basketball courts at Burrell, Cesar Chavez, Kelly, and South parks during the fiscal year 2024-2025. The Department of Recreation is requesting authorization to pay for the resurfacing of the basketball courts in the amount of $67,500.00.

A total of three (3) bids were received for this project. Below are the bids received:

Contractor	Bid Amount
Epic Surfaces	$67,500.00
Trueline Construction & Surfacing Inc.	$97,200.00
Encore Development Company	$260,864.38

Epic Surfaces had the lowest bid and was the selected contractor for this project.

SCOPE OF WORK

The City is seeking basketball court resurfacing services, including but not limited to:

- High pressure washing and sanding to achieve a uniform surface
- Crack Repair: Repair any cracks or other areas of concern on the court surface using USTA-approved methods and materials
- Apply a durable and weather-resistant paint specifically designed for basketball courts
- Use of high-quality equipment and techniques to ensure a professional and even finish
- Apply one (1) black sport master resurfacer coat mixed with #60 silica sand to provide a superior base for color coats
- Apply two (2) color coats mixed with #90 silica sand and stripe to specifications.
- Stripe play lines according to high school specifications, and lines to be textured acrylic line paint, unless otherwise specified. Masking tape to be laid and apply Sport Master Stripe Rite line primer to seal voids between masking tape and court surface, preventing “bleed under.”

FISCAL IMPACT

The total cost for fiscal year 2024-2025 is $67,500.00. The funds for these expenditures are available in the Recreation Department’s 2024-2025 fiscal year budget and will be available in Account Number 2688-840-000-4266.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution establishing and authorizing the City Manager to open a Purchase Order to pay for the resurfacing of the basketball courts at Burrell, Cesar Chavez, Kelly, and South parks during the fiscal year 2024-2025.

WILLIE A HOPKINS JR.
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A SERVICE AGREEMENT AND OPEN A PURCHASE ORDER WITH EPIC SURFACES TO PAY FOR THE RESURFACING OF THE BASKETBALL COURTS AT BURRELL, CESAR CHAVEZ, KELLY, AND SOUTH PARKS FOR THE AMOUNT OF $67,500.00

WHEREAS, the City of Compton's Recreation Department provides resources which meet the needs of the community through highly accessible, enjoyable and varied opportunities for learning and recreation; and

WHEREAS, the City has basketball courts at Burrell, Kelly, South (2 courts), and Cesar Chavez parks. The basketball courts have significant damage and require resurfacing/repair services to help prolong the life of the basketball courts within the City; and

WHEREAS, in order to repair these basketball courts, the City of Compton must contract with a professional provider to keep the basketball courts in a safe condition; and

WHEREAS, the City is seeking basketball court resurfacing services and City Council approval is needed; and

WHEREAS, the Department of Recreation is requesting authorization to pay for the resurfacing of the basketball courts in the amount of $67,500.00; and

WHEREAS, the funds for these expenditures are available in the Recreation Department's 2024-2025 fiscal year budget and will be available in Account Number 2688-840-000-4266.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the City Manager, is hereby authorized, on the advice and approval of the City Attorney, to enter into a service contract with Epic Surfaces, and to open a Purchase Order for $67,500.00 to pay for the resurfacing of the basketball courts at Burrell, Cesar Chavez, Kelly, and South parks.

Section 2. That funds are available in the 2024-2025 Adopted Fiscal Year Budget in Account Number 2688-840-000-4266.

Section 3. That a copy of this Resolution shall be filed in the offices of the City Clerk, City Attorney, City Manager, Public Works Street Maintenance, Recreation and the City Controller.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____day of _____, 2024

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF COMPTON)

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the Clerk at a regular meeting thereof held on this _____day of _____, 2024.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

Epic Surfaces
29472 Courtney pl
Temecula, CA 92591
John@epic-surfaces.com

Bryan Spragg
301 N. Tamarind Avenue, Compton CA,
90220

BID

Bid # 0000057

Bid Date 06/05/2024

Item	Description	Unit Price	Quantity	Amount
	We are pleased to submit this proposal for the resurfacing of your 2 Basketball courts. We understand the importance of maintaining a high-quality playing surface that meets the todays standards, and we are confident that our expertise and experience in resurfacing will meet or exceed your expectations. -High pressure washing and sanding to achieve a uniform surface. -Crack Repair: We will professionally repair any cracks or other areas of concern on the court surface using USTA-approved methods and materials. This step is crucial for ensuring a durable and long-lasting playing surface. - Apply a durable and weather-resistant paint specifically designed for Basketball courts. Sport master systems.			
	-Use high-quality equipment and techniques to ensure a professional and even finish. Apply one (1)black sport master resurfacer coat mixed with #60 silica sand to provide a superior base for color coats. Apply two (2) color coats mixed with #90 silica sand and stripe to specifications. Epic Surfaces to stripe play lines sharp and accurate to Basketball High school Specs. Lines to be textured acrylic line paint unless otherwise specified. After masking tape has been laid apply Sport Master Stripe Rite line primer to seal voids between masking tape and court surface to prevent "bleed under" when Sport Master Line Paint is applied. We estimate that the resurfacing process will take approximately 4-5 days Per Court. *Weather permitting * - Our team will work efficiently to minimize disruption to your daily operations. The Company warrants that all construction work performed by its employees or subcontractors shall be free from defects in materials and workmanship for a period of one year from the completion date of the project. This warranty	13500.00	5.00	67,500.00

covers repairs and replacements due to any defects discovered within the warranty period, provided that such defects are not caused by negligence, improper use, or unauthorized modifications by the Customer or any third party.

NOTES: good for 90 days.

	Subtotal	67,500.00
	Total	67,500.00
	Amount Paid	0.00
	Bid	$67,500.00

BASKETBALL COURT RESURFACING SERVICES FOR BURRELL PARK, KELLY PARK, SOUTH PARK, AND TRAGNIEW PARK, LOCATED IN THE CITY OF COMPTON

Formal Response to Solicitation published 14th AUG 2024

Due NLT 5:00 PM PST, 28th August, 2024

RFP Response for City of Compton

Submitted via four (4) copies of service proposal hard copy, one must be digital, to:

City of Compton
City Clerk's Office
205 South Willowbrook Avenue
Compton, CA 90220
Attention: Bryan Spragg, Director of Recreation

ENCORE
DEVELOPMENT COMPANY

Submitted By:

Encore Development Company
11912 S Wilmington Ave.
Los Angeles, CA 90059

DUNS: 784748829
UEI: RP74GHMGXJM1
CAGE: 50R46 TIN: 760820506
Web: www.encoredevelopmentco.com
Tele. No.: 310-225-5510

Section 5: Provide the total annual cost to perform the basketball court resurfacing repair services for the activity levels described in the Proposal Form herein. This shall be the total amount payable to the Service Provider by the City. ~~The total amount shall be divided by twelve (12) and invoiced and paid monthly.~~ (This is one time project and maintenance are not included, email confirmation dated 08/28/2024).

Scope of work:

Basketball court resurfacing services:

- High pressure washing and sanding to achieve a uniform surface
- Crack Repair: Repair any cracks or other areas of concern on the court surface using USTA-approved methods and materials
- Apply a durable and weather-resistant paint specifically designed for basketball courts
- Use of high-quality equipment and techniques to ensure a professional and even finish
- Apply one (1) black sport master resurfacer coat mixed with #60 silica sand to provide a superior base for color coats
- Apply two (2) color coats mixed with #90 silica sand and stripe to specifications.
- Stripe play lines according to high school specifications, and lines to be textured acrylic line paint, unless otherwise specified. Masking tape to be laid and apply Sport Master Stripe Rite line primer to seal voids between masking tape and court surface, preventing "bleed under."

Pricing:

Upon thorough evaluation of the current conditions of the basketball courts across all four parks, it has been determined that, prior to the initiation of annual maintenance, all courts require repair and resurfacing to meet the necessary standards for ongoing upkeep. Specifically, Tragniew Park has been identified as the most significantly deteriorated. However, it is important to note that the current scope of work for Tragniew Park is limited to resurfacing only, as outlined in the proposal. No replacement or extensive repairs are included in this scope.

Base Contract: $ 260,864.38

The total cost provided reflects the resurfacing work required across all parks, with the understanding that any further remediation at Tragniew Park would need to be addressed under a separate scope or additional agreement.

Exclusions:

The scope of work excludes plans, bonds, extensive surface repairs, surface replacement, custom artwork, lighting, fencing, drainage improvements, court accessories, environmental remediation, graffiti removal, related cleaning, landscaping, weather-related contingencies, permit acquisition, post-resurfacing cleaning beyond the outlined scope, and surface testing or certification.

TrueLine
CONSTRUCTION & SURFACING
ALL GAME COURT SURFACING & WINDSCREENS

Contractors's License No. 662625 (A & C32)
DIR No. 1000006579

Trueline is a member of ASBA, CPRS, CASBO & USTA

PROPOSAL / CONTRACT NO.

10003

Date: 8/26/2024

For: Project Name / Location

Burrell Park

cprs
advancing california's park & recreation profession

Trueline is an approved applicator of Plexipave, Sportmaster, Guardian Crack Repair System and Armor Crack Repair System

Janet Bangs, Vice President
trueline40@outlook.com

CONTRACTOR AND OWNER AGREE AS FOLLOWS:	QTY	RATE	TOTAL
Resurface Basketball Court (s).Power wash basketball court(s) (owner to provide water to contractor at no charge) Patch cracks and spalls Grind displaced areas on cracks so both sides are fairly level. We cannot guarantee against the occurrence of any new spalls or pop outs. *Note* Cracks in Concrete and Asphalt will Return. A crack can be repaired, but it might come back. Structural cracks or hairline cracks will always come back and most of the time immediately. These can be repaired temporarily, but will ultimately come back. Cracks are formed due to the movement of the slab, expanding and contracting if there is a weak point in the slab itself. Even when the correct method of repair is done, the crack could re-appear the next day or never, as every court reacts differently in the movement of the slab itself. Apply primer to bare areas Apply Sportmaster black acrylic resurfacer coat, 100% latex acrylic, mixed with #60 silica to smooth out surface and provide a superior base for color Apply two coats of Sportmaster color, (two tone included. Additional fee for a third color) 100% latex acrylic, mixed with #90 silica sand for a medium speed of play Stripe to specifications Lines to be white latex acrylic line paint unless otherwise specified. Squeegee marks, lines or swirls are always visible in the application process, but will fade over time. Please be aware that your quote includes a total of two (2) color choice(s), not including the Bright Red or Tournament Purple. These are Premium Colors and would require an additional fee. **Does not included logo unless otherwise noted**	1	14,840.00	14,840.00

The provisions set forth upon the second and third pages hereof and any other attached pages hereto are hereby incorporated in and made a part of this CONTRACT. I have been notified that I have the right to cancel within 3 days of signing this contract. IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year set forth below.

Total $14,840.00

Date _____ Signature _____

P.O. Box 70269
Riverside, CA 92513-0269

TrueLine
CONSTRUCTION & SURFACING
ALL GAME COURT SURFACING & WINDSCREENS

Contractors's License No. 662625 (A & C32)
DIR No. 1000006579

Trueline is a member of ASBA, CPRS, CASBO & USTA

PROPOSAL / CONTRACT NO.

10004

Date: 8/26/2024

For: Project Name / Location

Kelly Park

cprs
advancing california's park & recreation profession

Janet Bangs, Vice President
trueline40@outlook.com

Trueline is an approved applicator of Plexipave, Sportmaster, Guardian Crack Repair System and Armor Crack Repair System

CONTRACTOR AND OWNER AGREE AS FOLLOWS:	QTY	RATE	TOTAL
Resurface Basketball Court (s).Power wash basketball court(s) (owner to provide water to contractor at no charge) Patch cracks and spalls Grind displaced areas on cracks so both sides are fairly level. We cannot guarantee against the occurrence of any new spalls or pop outs. *Note* Cracks in Concrete and Asphalt will Return. A crack can be repaired, but it might come back. Structural cracks or hairline cracks will always come back and most of the time immediately. These can be repaired temporarily, but will ultimately come back. Cracks are formed due to the movement of the slab, expanding and contracting if there is a weak point in the slab itself. Even when the correct method of repair is done, the crack could re-appear the next day or never, as every court reacts differently in the movement of the slab itself. Apply primer to bare areas Apply Sportmaster black acrylic resurfacer coat, 100% latex acrylic, mixed with #60 silica to smooth out surface and provide a superior base for color Apply two coats of Sportmaster color, (two tone included. Additional fee for a third color) 100% latex acrylic, mixed with #90 silica sand for a medium speed of play Stripe to specifications Lines to be white latex acrylic line paint unless otherwise specified. Squeegee marks, lines or swirls are always visible in the application process, but will fade over time. Please be aware that your quote includes a total of two (2) color choice(s), not including the Bright Red or Tournament Purple. These are Premium Colors and would require an additional fee. **Does not included logo unless otherwise noted**	1	14,840.00	14,840.00

The provisions set forth upon the second and third pages hereof and any other attached pages hereto are hereby incorporated in and made a part of this CONTRACT. I have been notified that I have the right to cancel within 3 days of signing this contract. IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year set forth below.

Total $14,840.00

Date _____ Signature _____

P.O. Box 70269
Riverside, CA 92513-0269

TrueLine
CONSTRUCTION & SURFACING
ALL GAME COURT SURFACING & WINDSCREENS

Contractors's License No. 662625 (A & C32)
DIR No. 1000006579

Trueline is a member of ASBA, CPRS, CASBO & USTA

PROPOSAL / CONTRACT NO.

10005

Date: 8/26/2024

For: Project Name / Location

South Park

cprs
advancing california's park & recreation profession

Janet Bangs, Vice President
trueline40@outlook.com

Trueline is an approved applicator of Plexipave, Sportmaster, Guardian Crack Repair System and Armor Crack Repair System

CONTRACTOR AND OWNER AGREE AS FOLLOWS:	QTY	RATE	TOTAL
Resurface Basketball Court (s).Power wash basketball court(s) (owner to provide water to contractor at no charge) Patch cracks and spalls Grind displaced areas on cracks so both sides are fairly level. We cannot guarantee against the occurrence of any new spalls or pop outs. *Note* Cracks in Concrete and Asphalt will Return. A crack can be repaired, but it might come back. Structural cracks or hairline cracks will always come back and most of the time immediately. These can be repaired temporarily, but will ultimately come back. Cracks are formed due to the movement of the slab, expanding and contracting if there is a weak point in the slab itself. Even when the correct method of repair is done, the crack could re-appear the next day or never, as every court reacts differently in the movement of the slab itself. Apply primer to bare areas Apply Sportmaster black acrylic resurfacer coat, 100% latex acrylic, mixed with #60 silica to smooth out surface and provide a superior base for color Apply two coats of Sportmaster color, (two tone included. Additional fee for a third color) 100% latex acrylic, mixed with #90 silica sand for a medium speed of play Stripe to specifications Lines to be white latex acrylic line paint unless otherwise specified. Squeegee marks, lines or swirls are always visible in the application process, but will fade over time. Please be aware that your quote includes a total of two (2) color choice(s), not including the Bright Red or Tournament Purple. These are Premium Colors and would require an additional fee. **Does not included logo unless otherwise noted**	2	16,840.00	33,680.00

The provisions set forth upon the second and third pages hereof and any other attached pages hereto are hereby incorporated in and made a part of this CONTRACT. I have been notified that I have the right to cancel within 3 days of signing this contract. IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year set forth below.

Total $33,680.00

Date _____ Signature _____

P.O. Box 70269
Riverside, CA 92513-0269

TrueLine
CONSTRUCTION & SURFACING
ALL GAME COURT SURFACING & WINDSCREENS

Contractors's License No. 662625 (A & C32)
DIR No. 1000006579

Trueline is a member of ASBA, CPRS, CASBO & USTA

PROPOSAL / CONTRACT NO.

9985

Date: 8/22/2024

For: Project Name / Location

Tragniew Park

cprs
advancing california's park & recreation profession

Janet Bangs, Vice President
trueline40@outlook.com

Trueline is an approved applicator of Plexipave, Sportmaster, Guardian Crack Repair System and Armor Crack Repair System

CONTRACTOR AND OWNER AGREE AS FOLLOWS:	QTY	RATE	TOTAL
Basketball Court Resurface and Repair This basketball court show significant damage. **The cracks and deterioration on this court pose a safety hazard. It is highly recommended that this court be reconstructed** Below reflects the specifications listed on the bid documents, however simple grinding and patching will not eliminate these cracks and deterioration Resurface Basketball Court (s).Power wash basketball court(s) (owner to provide water to contractor at no charge) Patch cracks and spalls Grind displaced areas on cracks so both sides are fairly level. We cannot guarantee against the occurrence of any new spalls or pop outs. *Note* Cracks in Concrete and Asphalt will Return. A crack can be repaired, but it might come back. Structural cracks or hairline cracks will always come back and most of the time immediately. These can be repaired temporarily, but will ultimately come back. Cracks are formed due to the movement of the slab, expanding and contracting if there is a weak point in the slab itself. Even when the correct method of repair is done, the crack could re-appear the next day or never, as every court reacts differently in the movement of the slab itself. Apply primer to bare areas Apply Sportmaster black acrylic resurfacer coat, 100% latex acrylic, mixed with #60 silica to smooth out surface and provide a superior base for color Apply two coats of Sportmaster color, (two tone included. Additional fee for a third color) 100% latex acrylic, mixed with #90 silica sand for a medium speed of play Stripe to specifications Lines to be white latex acrylic line paint unless otherwise specified. Squeegee marks, lines or swirls are always visible in the application process, but will fade over time. Please be aware that your quote includes a total of two (2) color choice(s), not including the Bright Red or Tournament Purple. These are Premium Colors and would require an additional fee. **Does not included logo unless otherwise noted**	1	33,840.00	33,840.00

The provisions set forth upon the second and third pages hereof and any other attached pages hereto are hereby incorporated in and made a part of this CONTRACT. I have been notified that I have the right to cancel within 3 days of signing this contract. IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year set forth below.

Total $33,840.00

Date _____ Signature _____

P.O. Box 70269
Riverside, CA 92513-0269

TrueLine
CONSTRUCTION & SURFACING
ALL GAME COURT SURFACING & WINDSCREENS

Contractors's License No. 662625 (A & C32)
DIR No. 1000006579

Trueline is a member of ASBA, CPRS, CASBO & USTA

PROPOSAL / CONTRACT NO.

10006

Date: 8/26/2024

For: Project Name / Location

Tragniew Park
ALTERNATE QUOTE FOR
RECONSTRUCTION

cprs
advancing california's park & recreation profession

Trueline is an approved applicator of Plexipave, Sportmaster, Guardian Crack Repair System and Armor Crack Repair System

Janet Bangs, Vice President
trueline40@outlook.com

CONTRACTOR AND OWNER AGREE AS FOLLOWS:	QTY	RATE	TOTAL
Provide and Install Post Tension Concrete Slab Placement over Existing basketball Court Place 10 mil Vapor Barrier, Place 4 Inches of Class 2 Base Material over Existing Slab Provide and Install 5 Inch Post Tension Concrete Slab, to include ½ Inch Cables 2 foot 6 inches on center in one Direction, 2 foot 6 inch on center in the opposite Direction, with 8"-9" Thickened Edges. Raise the Existing Gates and Cut and Knuckle bottom of the existing fence to the New Slab Elevation. Raise Existing Net Posts to New Elevation. Surface Tennis Court(s) Power Wash Tennis Court (owner to provide water to contractor at no charge) Apply Sportmaster black resurfacer coat, 100% latex acrylic, mixed with #60 silica to smooth out surface and provide a superior base for color coating Apply two coats of Sportmaster color System, 100% latex acrylic, mixed with #90 silica sand for a medium speed of play Stripe Play Lines, Sharp and Accurate to ASBA specs Lines to be white Latex Acrylic line paint, unless otherwise specified. Squeegee marks, lines or swirls are always visible in the application process, but will fade over time.	1	178,870.00	178870.00

The provisions set forth upon the second and third pages hereof and any other attached pages hereto are hereby incorporated in and made a part of this CONTRACT. I have been notified that I have the right to cancel within 3 days of signing this contract. IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year set forth below.

Total $178,870.00

Date _____ Signature _____

P.O. Box 70269
Riverside, CA 92513-0269

November 12, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **GENERAL SERVICES DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT BURRELL MACDONALD PARK ($183,359.85)**

SUMMARY

Adoption of the attached resolution will authorize the City Manager to accept the proposal, enter into an agreement, and establish a purchase order to Rite-Way Corporation in the amount of **One Hundred Eighty-Three Thousand Three Hundred Fifty-Nine Dollars and Eighty-Five Cents ($183,359.85)** for the removal and installation of a new metal roof at Burrell MacDonald Park and authorize a fifteen percent (15%) contingency in the amount of **Thirty-Six Thousand Six Hundred Seventy-One Dollars and Ninety-Seven Cents ($36,671.97)**.

BACKGROUND

The City of Compton owns certain real property located at 2516 West Alondra Boulevard, Compton, CA 90220, currently occupied by Recreation Department personnel.

The building's aging roof has shown significant signs of failure. Facility maintenance workers are being called upon to perform more repairs to problem areas on the roof; however, despite staff efforts, water continues to leak inside the building.

City staff and a state-licensed roofing contractor inspected and evaluated the recommended repairs to the roof. After reviewing the condition of the roof and the damage caused by rain storms, staff agreed that any temporary repair to the roof may be the quickest solution but not the most efficient.

STATEMENT OF THE ISSUE

The current roofing system at Burrell MacDonald Park leaks during certain weather conditions and needs to be replaced for the safety of Recreation Department personnel and visitors. Replacing the roof is crucial to prevent mold for several reasons:

- **Water Leakage Prevention:** A deteriorating roof can develop leaks, allowing water to seep into the structure of the building. Moisture from leaks can promote

mold growth in various areas of the building, including walls, ceilings, and insulation.

- **Mold Growth Prevention:** Mold thrives in damp environments, and a leaking roof provides the ideal conditions for mold spores to proliferate. By replacing a damaged roof, you eliminate the source of moisture that facilitates mold growth.

- **Health Concerns:** Mold can pose significant health risks, especially for individuals with respiratory issues, allergies, or compromised immune systems. Mold spores can become airborne and circulate throughout the building, potentially causing respiratory problems and allergic reactions.

- **Structural Integrity:** Prolonged exposure to moisture from a leaking roof can weaken the building's structural integrity. Mold can also damage to building materials such as wood, drywall, and insulation, leading to costly repairs or even structural failure over time.

- **Property Value:** A well-maintained roof is essential for preserving the value of a property. Potential buyers are often wary of properties with existing roof issues or a history of water damage and mold growth. By replacing a damaged roof, you enhance the curb appeal and marketability of the property.

Staff worked with Rite-Way Corporation via Gordian/Sourcwell EZIQC Contract No. **CA-R8-RW-101723-RWR** to prepare a recommendation to remove and install a new metal roof at Burrell MacDonald Park. Rite-Way Corporation provided a proposal in the amount of **One Hundred Eighty-Three Thousand Three Hundred Fifty-Nine Dollars and Eighty-Five Cents ($183,359.85)**.

Rite-Way Corporation is offering pricing through its Sourcewell contract. Staff has determined that a formal bidding process is not required for these services per Compton Municipal Code section 4-11-7(c), which lists certain exemptions from the bidding process, including *purchases of contract supplies, materials, equipment or services entered into with another governmental or quasi-governmental entity*.

Sourcewell was formerly known as the National Joints Powers Alliance (NJPA). Participation in Sourcewell is available at no-cost, no obligation, and no liability to public agencies, school districts, state colleges and universities, and local governments. In recent years, membership in the 40-year old organization has grown rapidly as more publicly fund agencies opt to satisfy their own RFP process by using Sourcewell's rigorous vetting in their competitive process and combined membership buying power to save time and money.

Sourcewell follows the competitive contracting law process to solicit, evaluate, and award cooperative purchasing contracts for goods and services. Sourcewell saves purchasers money by offering better pricing, less time is spent reviewing bids and combines the purchasing power of more than 50,000 organizations. Sourcewell members purchase

more than $3.5 billion annually through the awarded contractors. Government agencies save money because of the purchasing scale advantage they gain from being part of the cooperative membership.

In addition, the President of the United States signed the American Rescue Plan Act (ARPA) on March 11, 2021. The legislation provides $1.9 trillion in funding to address the economic impacts of the Coronavirus (COVID-19) pandemic, which included $350 billion in federal fiscal recovery aid to state and local governments. The City of Compton received approximately $34 million in aid as a result of the ARPA.

The General Services Department was allocated $2,502,000.00 of ARPA funding under the Capital Improvement FY 2024-2025 Adjusted Budget. Those funds must be obligated by December 31, 2024, and expended by December 31, 2026.

FISCAL IMPACT

Funds in the amount not to exceed **Two Hundred Twenty Thousand Thirty-One Dollars and Eighty-Two Cents ($220,031.82)** for this expenditure are available in the Fiscal Year 2024-2025 Budget in Account No. 2810-600-000-4300 Capital Improvement – American Rescue Funds (ARPA).

RECOMMENDATION

It is recommended that the City Council approve the roof replacement project for Burrell MacDonald Park. Additionally, staff recommends that the City Council adopt the attached Resolution as ARPA funds must be obligated by December 31, 2024, and funding must be expended by December 31, 2026.

NEBRASKA JONES
DIRECTOR OF GENERAL SERVICES

APPROVED FOR FORWARDING:

WILLIE A. HOPKINS, JR.
CITY MANAGER

Attachment: Proposed Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT BURRELL MACDONALD PARK ($183,359.85)

WHEREAS, the City of Compton owns certain real property located at 2516 West Alondra Boulevard, Compton, CA 90220 (Burrell MacDonald Park), currently occupied by Recreation Department personnel; and

WHEREAS, the building's aging roof has shown significant signs of failure. Facility maintenance workers are being called upon to perform more repairs to problem areas on the roof; however, despite staff efforts, water continues to leak inside the building; and

WHEREAS, City staff and a state-licensed roofing contractor inspected and evaluated the recommended repairs to the roof; and

WHEREAS, After reviewing the condition of the roof and the damage caused by rain storms, staff agreed that any temporary repair to the roof may be the quickest solution but not the most efficient; and

WHEREAS, staff worked with Rite-Way Corporation via Gordian/Sourcwell EZIQC Contract No. **CA-R8-RW-101723-RWR** to prepare a recommendation and proposal to install a new fire alarm and sprinkler system at Compton City Hall; and

WHEREAS, Rite-Way Corporation provided a proposal in the amount of **One Hundred Eighty-Three Thousand Three Hundred Fifty-Nine Dollars and Eighty-Five Cents ($183,359.85)**; and

WHEREAS, Rite-Way Corporation is offering pricing through its Sourcewell contract; staff has determined that a formal bidding process is not required for these services per Compton Municipal Code section 4-11-7(c), which lists certain exemptions from the bidding process, including purchases of contract supplies, materials, equipment or services entered into with another governmental or quasi-governmental entity; and

WHEREAS, on March 11, 2021, the President of the United States signed the American Rescue Plan Act (ARPA) of 2021, and the City of Compton received approximately $34 million in aid as a result of the ARPA; and

WHEREAS, in the 2024-2025 Fiscal Year Budget, the General Services Department was allocated $2,502,000.00 of ARPA funding; these funds must be obligated by December 31, 2024, and expended by December 31, 2026; and

WHEREAS, staff is requesting the ability to efficiently manage this project by requesting to issue purchase orders for the metal roof repair project for Burrell MacDonald Park in the amount of **One Hundred Eighty-Three Thousand Three Hundred Fifty-Nine Dollars and Eighty-Five Cents ($183,359.85)** and authorize a fifteen percent (15%) contingency in the amount **Thirty-Six Thousand Six Hundred Seventy-One Dollars and Ninety-Seven Cents ($36,671.97)**; and

WHEREAS, funds for this expenditure in the amount not to exceed **Two Hundred Twenty Thousand Thirty-One Dollars and Eighty-Two Cents ($220,031.82)** are available in the Fiscal Year 2024-2025 Budget in Account No. 2810-600-000-4300 American Rescue Funds (ARPA) – Capital Outlay; and

Account No.	Fund	Description		Amount
2810-600-000-4300	ARPA Funds	Metal Roof Repair Project		$183,359.85
2810-600-000-4300	ARPA Funds	15% Contingency		$36,671.97
			TOTAL	**$220,031.82**

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager, upon advice and approval of the City Attorney, is hereby authorized to enter into an agreement with Rite-Way Corporation to replace and install a new metal roof at Burrell MacDonald Park.

SECTION 2. That the City Manager is hereby authorized to establish a purchase order to the Rite-Way Corporation in the amount of **One Hundred Eighty-Three Thousand Three Hundred Fifty-Nine Dollars and Eighty-Five Cents ($183,359.85)**.

SECTION 3. That a fifteen percent (15%) contingency in the amount of **Thirty-Six Thousand Six Hundred Seventy-One Dollars and Ninety-Seven Cents ($36,671.97)** is hereby authorized.

SECTION 4. That funds in the amount not to exceed **Two Hundred Twenty Thousand Thirty-One Dollars and Eighty-Two Cents ($220,031.82)** are available in the 2024-2025 Fiscal Year budget in Account Number 2810-600-000-4300.

Section 5. That a copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, and the General Services Department.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

INSTALLATION AGREEMENT BETWEEN
CITY OF COMPTON
AND
RITE-WAY CORPORATION

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON,** a municipal corporation of the State of California (hereinafter referred to as "**CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220 and **RITE-WAY CORPORATION** (hereinafter referred to as **"CONTRACTOR"**) located at 15426 Arrow Route, Fontana, CA 92335 (each a "Party" and collectively, the "Parties").

RECITALS

A. The City has a need for a specifically trained and experienced contractor who can remove and install of a new metal roof at Burrell MacDonald Park, and

B. Contractor has the professional skills, training, certification, and experience necessary to perform the services described in this Agreement; and

C. City desires to engage Contractor to provide these services by reason of its qualifications and experience in performing such services; and

D. By **Resolution No. **,*****, adopted on the ____ day of _____, the City Council gave the approval to award a contract to Rite-Way Corporation for the installation of a new metal roof at Burrell MacDonald Park located at 2516 West Alondra Boulevard, Compton, CA 90220.

NOW, THEREFORE, the Parties**,** for the consideration, terms and conditions herein described, mutually agree as follows:

1. Services to be Performed by Contractor:

Contractor shall perform, in a professional manner, everything required to be performed, shall provide and furnish all the labor, materials, necessary tools, expendable equipment and all utility and transportation services for the purchase of all necessary equipment and installation for:

More specifically, Contractor shall perform the following scope of services provided by:

Scope of Work:

Exhibit 1-A – Sourcewell / Gordian / Rite-Way Roofing Corporation dated September 10, 2024
Work Order Number 129672.00

Contractor will be responsible for the professional quality, technical accuracy and coordination of the services. Contractor will, without additional compensation, correct or revise any errors or deficiencies in the services.

Contractor agrees to perform all the said work and furnish all the said materials at its own cost and expense, as are necessary to complete in a good worker-like and substantial manner and to the satisfaction of the City**.**

Contractor shall bear all costs associated with this work, including, but not limited to, all professional, technical, clerical services, materials, tools, equipment, transportation, telephone, etc., used by Contractor in connection with this work.

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2. Compensation:

The method of payment for this Contract shall be on a flat lump sum basis. The fees charged by the Contractor shall include compensation for all work and labor, including travel, materials, supplies, vendor services, expenses and subcontracted work. No additional compensation will be paid to the Contractor, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Contractor and the City. Adjustments in the total compensation will not be effective until authorized and approved by the City**.**

Contractor shall be reimbursed within thirty (30) days, or as promptly as fiscal procedures may permit, upon receipt by the City of itemized invoice(s) for all services completed. Invoice(s) shall be submitted no later than 45 calendar days after the performance of work for which the Contractor is billing. Invoice(s) shall be delivered or mailed to the **Director, General Services Department** at the following address: **City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.**

The Contractor is required to comply with all federal, state, and local laws and ordinances applicable to the work.

For the work agreed to be performed pursuant to this Agreement, it is understood between the parties that the maximum compensation payable to the Contractor for all services to be performed pursuant to this Agreement is limited to **Two Hundred Twenty Thousand Thirty-One Dollars and Eighty-Two Cents ($220,031.82).**

In the event of termination, the Contractor shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any non-cancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Contractor's delivery to the City of any and all City property, documents, reports, records and materials associated with the performance of this Agreement.

3. Commencement of Services:

The **CONTRACTOR** agrees to commence the work provided for herein after receipt of the **"Notice-to-Proceed"** and to continue in a diligent, professional, and worker-like manner without interruption until the work is completed, which is anticipated by the parties to be **120 days** from the **"Notice-to-Proceed".**

4. Indemnity:

Contractor shall indemnify and save harmless the City**,** its officials, officers, employees, agents and volunteers (collectively hereafter the "CITY") against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall defend, indemnify and save the City from any and all liability or expense, including defense costs and legal fees, and claims, demands, suits, actions or proceedings of any kind or nature, including Worker's Compensation claims, of or by anyone whomsoever in any way resulting from or arising out of the negligent or intentional acts or omissions of the Contractor in the performance of this Contract, including operations of subcontractors and acts or omissions of employers or agents of the Contractor or its subcontractors.

This indemnification and hold harmless obligation does not extend to claims arising out of the sole negligence or willful misconduct of the City.

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5. Insurance:

5.1 Insurance Requirements. The Contractor shall not commence Work under this Contract until it has provided evidence satisfactory to the City that it has secured all insurance coverage required under this section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until such subcontractor(s) has secured all insurance required under this Section 5.

As a condition precedent to the effectiveness of this Contract for work to be performed hereunder and without limiting the Contractor's indemnification of the City, Contractor will maintain the types of coverage's and minimum limits indicated below, unless the Risk Manager or City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Contractor's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by Contractor pursuant to this Agreement are adequate to protect Contractor**.** The coverage will contain no special limitations on the scope of its protection to the below-designated insured's except for Workers Compensation insurance. ***Failure on the part of the Contractor to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement.*** **Contractor** agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City.

5.2 Minimum Scope of Insurance. Insurance coverage specified herein constitutes the minimum requirements and said requirements shall in no way lessen or limit the liability of the Contractor under the terms of the Agreement. Contractor shall procure and maintain, at its own costs and expense, any additional kinds and amounts of insurance that, in its own judgment, may be necessary for its proper protection of the work.

All insurance required hereunder shall be primary with respect to any insurance maintained by the City and shall not call on the City's program for contributions. Program(s) of insurance shall include:

5.2.1 Commercial General Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Commercial General Liability Insurance, inclusive of personal injury liability and broad form property damage coverage, in an amount not less than **One Million Dollars ($1,000,000.00)** per occurrence. The coverage shall be written on an occurrence basis. Claims made coverage is not acceptable.

5.2.2 Workers' Compensation Insurance and Employer's Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of **One Million Dollars ($1,000,000)** per accident for bodily injury and which specifically covers all persons providing services by or on behalf of the Contractor and all risks to such persons under the Agreement. Workers' Compensation and Employer's Liability insurance will not be required if Contractor has no employees and provides, to City's satisfaction, a declaration stating this.

5.2.3 Automotive Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a program of insurance with a limit of liability of not less than **Five Hundred Thousand Dollars ($500,000.00)** for each accident. Such insurance shall include coverage for all "owned", "hired" and "non-owned" vehicles, or coverage for "any auto". If Contractor does not own any company vehicles, the requirement may be satisfied by providing (a) a Personal Automobile Liability policy for the Contractor's own vehicle; and (b) a non-owned auto endorsement to the Commercial General Liability policy if Contractor may use vehicles of others (e.g., vehicles of employees).

5.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

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5.3.1 The policy or policies of insurance required by Section 5.2.1 (Commercial General Liability) shall be endorsed to provide the following:

.a Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be named as *"additional insured"* with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

.b Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Contractor; or (4) contain any other exclusions contrary to the Contract.

.c Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.2 The policy or policies of insurance required by Section 5.2.2 (Automobile Liability) shall be endorsed to provide the following:

.a Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.3 The policy or policies of insurance required by Section 5.2.4 (Workers' Compensation) shall be endorsed to provide the following:

.a Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

.b Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.4 Waiver of Subrogation. Required insurance coverage's shall not prohibit Contractor from waiving the right of subrogation prior to a loss. Contractor shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

5.5 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5.6 Evidence of Insurance. ***The Contractor, concurrently with the execution of the Contract, and as a condition precedent to the effectiveness thereof, shall deliver certified copies of the required policies on forms approved by the City.*** The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

5.7 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of

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California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

5.8 Insurance for Subcontractors. All subcontractors shall be included as additional insured's under the Contractor's policies, or the Contractor shall be responsible for causing subcontractors to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an *"additional insured"* to the subcontractor's policies.

6. Safety:

6.1 Contractor shall have overall responsibility for safety precautions and programs in the performance of the services.

6.2 Contractor shall seek to avoid injury, loss or damage to persons or property by taking reasonable steps to protect:

.a Employees and all other persons at the location where services are rendered ("Site");

.b Materials and equipment stored on the Sites or off the Sites at locations for use in performance of the work; and

.c The assigned project Sites and all property located at the Sites, whether or not said property or structures are part of the project or involved in the work.

6.3 Contractor shall designate an individual at the Site of the assigned project in the employ of Contractor who shall act as Contractor's designated safety representative with a duty to prevent accidents.

6.4 Losses not insured under property insurance which may arise from the performance of the work, to the extent of the negligence attributed to such acts or omissions of Contractor or anyone for whose acts Contractor may be liable, shall be promptly remedied by Contractor at Contractor's cost and without reimbursement by City as a cost of work, or in any other manner.

6.5 If City deems any part of the work or Sites unsafe, City may require Contractor, without assuming responsibility for Contractor's safety program, to immediately stop performance of the work or take corrective measures. Neither City's order nor Contractor's action in response thereto shall be the basis for adjustment in the contract price or contract time.

7. Non-Discriminatory Employment Practices:

During the performance of this Contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. The Contractor will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth provisions of this nondiscrimination clause.

In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract, this Contract may be canceled, terminated or suspended in whole or in part.

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8. Successors and Assigns:

City and the Contractor each binds themselves, their partners, successors, assigns and legal representatives to the other party hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in the Contract Documents. Neither party to the Agreement shall assign the Contract or sublet it in whole or part without the written consent of the other, nor shall the Contractor assign any monies due or to become due to it hereunder, without the previous written consent of the City. Any attempted assignment of this Contract without the written consent of both parties is void.

9. Warranties:

The Contractor guarantees all equipment, materials, supplies and work furnished on the job against defective construction or workmanship for a period of one (1) year following substantial completion of the project.

If within one (1) year after the date of completion of the Agreement, any of the work is found to be defective or not in accordance with the Contract documents, the Contractor shall correct it promptly after receipt of a written notice from the City to do so, at the Contractor's expense. This obligation shall survive termination of the Contract. The City shall give notice promptly after discovery of the condition.

10. Independent Contractor Status:

Contractor, its officers, employees, subcontractors, agents and volunteers (collectively hereinafter the "Contractor"), is a wholly independent Contractor and not an officer, employee, subcontractor or agent of the City of Compton. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Contractor, except as expressly set forth in this Agreement. Contractor expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Agreement that Contractor shall not at any time or in any manner, represent that Contractor is in any manner officers, employees, agents or volunteers of the City. Contractor shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Contractor expressly waives any claim to such rights.

11. Permits and Licenses:

Contractor, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by Contractor.

Prior to or at the time of execution of this Agreement, the Contractor shall obtain a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

12. Termination:

Notwithstanding any other provisions of this Agreement, this Agreement may be terminated as follows:

12.1 If the Contractor becomes insolvent; that is, it has ceased to pay its debts in the ordinary course of business or cannot pay its debts as they become due, whether or not it has committed an act of bankruptcy, and whether or not insolvent within the meaning of the federal Bankruptcy law, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.2 If the Contractor persistently or repeatedly refuses or fails, except in cases for which

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extensions of time are provided, to supply enough properly skilled workers, property or material, or if he fails to make prompt payment to subcontractors or for materials or labor, or he persistently disregards laws, ordinances, rules, regulations or orders of any public authority having jurisdiction, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.3 If the Contractor fails to perform or breaches any material obligation under this Agreement, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.4 Pursuant to the provisions of Section 5 above.

If the City gives notice of termination, Contractor shall cease immediately all work in progress unless otherwise directed in writing by the City. Upon termination Contractor shall furnish to the City a final invoice for work performed.

13. Ownership of Documents/Equipment:

All electronic and hardcopy data, reports, documents, records, plans, discs, diskettes or other material ("Documents") prepared, developed or discovered by or provided to Contractor during the course of providing services pursuant to this Agreement and equipment purchased shall be the property of the City**,** whether or not the services are completed.

14. Force Majeure:

In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Contractor or any of Contractor's subcontractors), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Contract upon any event that renders performance impossible. In such case, City shall be responsible for payment of all expenses incurred to the point at which this Contract is terminated.

15. Waivers:

A waiver by either party to this Agreement of any breach of any term, covenant or condition contained herein shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant or condition contained herein, whether of the same or a different character.

16. Amendments:

This Agreement may be modified or amended only by written document executed by both Contractor and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

17. Notice:

All notices, demands or requests to be given under this Agreement shall be given in writing and conclusively shall be deemed received when: (a) delivered personally, or (b) on the third business day after the deposit thereof in the United States mail, postage prepaid and addressed as hereinafter provided, or (c) one business day after sent by facsimile transmission.

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To Contractor:	**Rite-Way Roofing Corporation** **15426 Arrow Route** **Fontana, CA 92335** **Attn: Bill LaMontagne, ****** **(909) 350-8490**
To City:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: Director, General Services Department** **(310) 605-5519**
With copy to:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: City Manager** **(310) 605-5585**

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

18. Contractors' Books and Records:

Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to work, services, expenditures and disbursements charges to the City for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Contractor shall maintain all documents and records which demonstrate performance under this Agreement for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City or a designated representative. Copies of such documents shall be provided to the City**,** at its expenses, for inspection when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Contractor's address indicated for receipt of notices in this Agreement.

19. Examination and Audit:

This Contract shall be subject to examination and audit of the City**,** State Auditor of the State of California and/or any duly authorized representative of the federal government, at the request of the City, or as part of any audit of the City, for a period of three (3) years, or longer if required by law, after final payment under this Agreement.

20. Covenants Against Contingent Fees:

Contractor warrants that Contractor has not employed or retained any company or person, other than a bona fide employee working for Contractor, to solicit or secure this Agreement, and that Contractor has not paid or agreed to pay any company or person, other than a bona fide employee, any fee,

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commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

21. Waivers:

The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment which may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

22. Entire Agreement:

This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

23. Governing Law and Severability:

This Agreement shall be governed by and construed under the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

Should any part of this Agreement be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the parties.

24. Federal and State Withholding Taxes:

Contractor shall be responsible for paying when due all federal and state income withholding taxes for all earning under this Agreement. Contractor agrees to indemnify City for any claims, costs, losses, fees, penalties, interest, or damages suffered by City resulting from Contractor's failure to comply with this provision. Contractor shall be responsible for paying all federal and state income withholding taxes for all earning under this Agreement.

25. Miscellaneous:

Contractor and City acknowledge that the terms of this Agreement have been mutually negotiated and that such documents shall not be interpreted against either City or Contractor on the basis that either party was responsible for or in control of the drafting of such documents.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

DRAFT

IN WITNESS WHEREOF, Contractor has executed this Agreement, and the City, by its City Manager, who is authorized to do so, has executed this Agreement.

RITE-WAY ROOFING CORPORATION
CONTRACTOR

Dated: _____ **By** _____
Bill LaMontagne, **
Rite-Way Roofing Corporation

CTY OF COMPTON
Recommended for Approval by:

By _____ **Dated:** _____
Nebraska Jones
General Services Department

Approved by:

Dated: _____ **By** _____
Willie A. Hopkins, City Manager

Approved as to form:

By _____ **Dated:** _____
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By** _____
Vernell McDaniel, City Clerk

DRAFT

Work Order Signature Document

EZIQC Contract No.: CA-R8-RW-101723-RWR

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number.: 129672.00 Work Order Date: 09/10/2024

Work Order Title: Burrell Mac Donald Park Roofing Project*

Owner Name:	City of Compton	Contractor Name:	Rite-Way Roofing Corporation
Contact:	Nebraska Jones	Contact:	Bill LaMontagne
Phone:	310-605-5519	Phone:	909-350-8490

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No CA-R8-RW-101723-RWR.

Brief Work Order Description:

Time of Performance Estimated Start Date:
Estimated Completion Date:

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $183,359.85

Owner Purchase Order Number:

Approvals

City of Compton Date

Contractor Date

Detailed Scope of Work

To: Bill LaMontagne
Rite-Way Roofing Corporation
15426 Arrow Route
Fontana, CA 92335
909-350-8490

From: Nebraska Jones
City of Compton
205 S. Willowbrook Ave.
Compton, CA 90220
310-605-5519

Date Printed: September 10, 2024

Work Order Number: 129672.00

Work Order Title: Burrell Mac Donald Park Roofing Project*

Brief Scope:

☐ Preliminary	☐ Revised	☒ Final

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

See attached

Subject to the terms and conditions of ezIQC Contract **CA-R8-RW-101723-RWR**.

Contractor _____ Date _____

City of Compton _____ Date _____

9/09/24

Rite-Way Roof Corporation
Commercial Roof Services- CA License # 661941 C-39
15425 Arrow Rt. Fontana, Ca. 92335 * 909-350-8490 * Fax 909-350-8477

Scope of Work For:
City of Compton
Burrell MC Donald Park Metal Roofing Project
Attn.:
Property: 2516 W Alondra Blvd.
Compton, CA. 90220

New Garland R-Mer Span Standing Seam Metal Roof

Prices based on Prevailing wage rates during normal working hours between 6am and 6pm, no weekend or after hour work has been figured. Based on good access to building for demo, load, and staging next to building.

1.1-Contractor will supply all necessary labor, materials, and equipment to complete the following installation of a new Garland R-Mer Span Standing Seam Metal Roof per Manufacturer's specification no. 074100 and SMACNAS specifications as follows:

1.1 Scope Includes:

- Remove existing composition roofing material down to wood deck and haul away all debris.
- Replace any damaged or dry rot wood decking up to 10%. Additional dry rot or deck replacement will be billed at an additional charge per line item pricing.
- Remove six (6) skylights from the roof and haul away all debris. Please note that no interior work is included in the removal of skylights.
- Remove existing gutter and downspout along South edge of roof and haul away all debris.
- Install new self-adhered Garland R-Mer Seal High Temp Underlayment over wood deck per manufacturer's specifications.
- Install new Garland R-Mer Span 24 ga. 18" Metal Roof Panels prefinished in Manufacturer's standard stocked color/finish. Color TBD.
- Garland prefinished flashings, trim and accessories associated with the metal roofing, including rake metal and roof-to-wall metal, gauge, color/finish to match the metal roofing.
- Install closures at eaves and ridges, fabricated of same metal as metal roof panels.
- Supply and install new gutter formed from same material roof panels. Match profile of gable trim, complete with end pieces, outlet tubes, and other special pieces as required. Furnish gutter supports spaced a maximum of 36 inches (900 mm) o.c., fabricated from same metal as gutters. Provide wire ball strainers of compatible metal at outlets. Finish gutters to match metal roof panels.
- Supply and install new downspouts formed from same material as roof panels. Finish downspouts to match gutters.
- Remove one (1) existing through wall scupper on low slope roof on West side.
- Install new sheet metal scupper and flash into existing Built-up roof system.
- Install one leader head and downspout on West Side of roof.
- Clean up and haul off all our roofing debris.
- New roof to have a two (2) year warranty against leaking due to workmanship from Rite-Way Roof Corp.
- New Roof to have a 30-year manufacturer's warranty as stated in specifications.

Owners Initials_____

Exclusions: Any other roof other than roofs indicated above, Abatement of any kind, Low slope roof replacement, Stainless Steel flashings, Splash pans or blocks, Deck replacement other than what is mentioned above, Wood Nailers, Wood Blocking, Structural reinforcement, Raising of any equipment curb or platform., Roof hatch, Roof accessories, Vapor barrier, Expansion joints, Crickets, Any wood work Not called out above, Waterproofing, Deck Wall or Traffic Coatings, Any mechanical work, Duct repair or sealing, Drain supply or installation, Interior Damages, Temporary Roofing of any kind, Water testing, Scaffolding, Over time Wages , Permits, and Shop Drawings.

- LIC#: 661941
- CLASSIFICATIONS: C-39
- GARLAND APPROVED APPLICATOR.
- SMALL BUSINESS CERTIFIED CONTRACTOR #38907.
- PWCR# (DIR): 1000001946

Roof Diagram

Notes:

1. All Safety Standards per CAL/OSHA will be adhered to. Any additional safety requirements beyond CAL/OSHA standards may result in an additional surcharge.
2. Prices are good for 30 days from the bid date unless otherwise noted.
3. All work to be completed in a workmanlike manner according to standard practices.
4. Overtime requirements due to inclement weather, other trade delays and/or delays not related to Rite-Way Roof are not included in this price.
5. Our price to perform this work includes all applicable insurance, taxes, labor, material and equipment.
6. Due to insurance and safety concerns, no work will be performed during inclement or adverse weather conditions i.e., rain or severe wind.
7. Clean up and haul off all our roofing debris.
8. Owner acknowledges that, while contractor may make observations about the general condition of the roof(s) being serviced, nothing in this agreement creates any obligation on the part of contractor to warn, advise or make recommendations to owner concerning conditions observed other than the immediate area(s) repaired by contractor.

Owners Initials_____

Contractor's Price Proposal - Summary

Date: September 10, 2024

Re:

IQC Master Contract #:	CA-R8-RW-101723-RWR
Work Order #:	129672.00
Owner PO #:	
Title:	Burrell Mac Donald Park Roofing Project*
Contractor:	Rite-Way Roofing Corporation
Proposal Value:	$183,359.85

Section - 01	**$68,263.93**
Section - 06	**$1,865.01**
Section - 07	**$102,251.91**
Section - 08	**$10,979.00**
Proposal Total	**$183,359.85**

Thisl total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **45.66%**

Contractor's Price Proposal - Detail

Date: September 10, 2024

Re:

IQC Master Contract #:	CA-R8-RW-101723-RWR
Work Order #:	129672.00
Owner PO #:	
Title:	Burrell Mac Donald Park Roofing Project*
Contractor:	Rite-Way Roofing Corporation
Proposal Value:	$183,359.85

	Sect.	Item	Mod.	UOM	Description	Line Total
Labor	Equip.	Material	(Excludes)			
Section - 01						
1	01 22	16 00 0002		EA	Reimbursable FeesReimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt, invoice, or proof of payment shall be submitted with the Price Proposal.	$3,947.08
				Installation	Quantity 3,588.25 x Unit Price 1.00 x Factor 1.1000 = Total 3,947.08	
					Bond fee, final proposal $179,412.77 x 2%	
2	01 22	20 00 0041		HR	Roofer, MetalFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$55,419.75
				Installation	Quantity 320.00 x Unit Price 127.39 x Factor 1.3595 = Total 55,419.75	
					Underlayment (4 guys 1 days = 32 hours) -Metal panels includes unloading / loading install panels (4 guys 5 days = 160 hours) Trim metal including Eave, Ridge, Rake, skylight flashing, Gutters downspouts (4 guys 4 days 128 hours)	
3	01 22	23 00 1072		WK	8,000 LB Straight Mast, Rough Terrain Construction Forklift With Full-Time Operator	$8,258.24
				Installation	Quantity 1.00 x Unit Price 6,074.47 x Factor 1.3595 = Total 8,258.24	
					Equipment to access building over lawn area for removal and loading of new roof material. Operator figured at 25% of time.	
4	01 22	23 00 1072	0035	MOD	For Equipment Without Operator, Deduct	-$4,651.47
				Installation	Quantity 0.75 x Unit Price -4,561.94 x Factor 1.3595 = Total -4,651.47	
5	01 22	23 00 1462		DAY	13 CY Rear Dump Truck With Full-Time Truck Driver	$2,893.29
				Installation	Quantity 1.00 x Unit Price 2,128.20 x Factor 1.3595 = Total 2,893.29	
					Dump truck for hauling away demolished existing roofing materials, lumber and construction debris.	
6	01 71	13 00 0004		EA	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' BedIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.	$2,026.17
				Installation	Quantity 1.00 x Unit Price 1,490.38 x Factor 1.3595 = Total 2,026.17	
					Delivery of fork lift.	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 129672.00
Work Order Title: Burrell Mac Donald Park Roofing Project*

Section - 01

7	01	74	19	00 0035		TON	Traditional Building Construction Materials, Landfill Dump Fee						$370.87
						Installation	Quantity 4.40	x	Unit Price 62.00	x	Factor 1.3595	=	Total 370.87
						220 lbs. per 100 sq. ft. for demo waste.							

Subtotal for Section - 01 **$68,263.93**

Section - 06

8	06	16	33	00 0004		SF	1/2" Thick CDX Plywood Roof DeckingApplied to wood rafters.						$1,148.07
						Installation	Quantity 416.00	x	Unit Price 2.03	x	Factor 1.3595	=	Total 1,148.07
						Contingency Allowance to Replace Plywood up to 10% of roof deck. Any additional dry rot not included.							
9	06	16	33	00 0004	0006	MOD	For Exterior CC Grade Plywood, Add						$38.28
						Installation	Quantity 256.00	x	Unit Price 0.11	x	Factor 1.3595	=	Total 38.28
10	06	16	33	00 0004	0011	MOD	For Selective Replacement <400 (Includes Removal Of Damaged Plywood And Fitting New Plywood To Size), Add						$678.66
						Installation	Quantity 256.00	x	Unit Price 1.95	x	Factor 1.3595	=	Total 678.66

Subtotal for Section - 06 **$1,865.01**

Section - 07

11	07	00	00	00 1111	NPP	EA	NPP Garland R-MER SPAN METAL						$83,730.09
						Installation	Quantity 1.00	x	Unit Price 64,541.81	x	Factor 1.2973	=	Total 83,730.09
						Non-Pre-Priced item 24 gauge Garland R-Mer Span Standing seam metal roofing and R-Mer Seal Underlayment.							
12	07	05	13	00 0002		EA	Up To 1 SQ, Mobilization Of Crew For Small Quantity Of Roof Work						$1,678.23
						Installation	Quantity 1.00	x	Unit Price 1,234.45	x	Factor 1.3595	=	Total 1,678.23
						Repairs at built up roof scupper area.							
13	07	31	13	13 0006		SQ	245 LB/SQ, 5" Exposure, Two Layer Laminated Fiberglass Reinforced, Asphalt Composition Shingle (CertainTeed Landmark)						$12,807.26
						Installation	Quantity 0.00	x	Unit Price 345.25	x	Factor 1.3595	=	Total 0.00
						Demolition	41.00	x	229.77	x	1.3595	=	12,807.26
						Demo existing composition shingles.							
14	07	31	13	13 0006	0026	MOD	For >35 To 75, Deduct						-$741.74
						Installation	Quantity 40.00	x	Unit Price -13.64	x	Factor 1.3595	=	Total -741.74
15	07	31	13	13 0022		LF	Architectural Hip And Ridge Shingles						$324.10
						Installation	Quantity 0.00	x	Unit Price 4.69	x	Factor 1.3595	=	Total 0.00
						Demolition	80.00	x	2.98	x	1.3595	=	324.10
						Demo existing ridge cap at composition shingles.							
16	07	34	00	00 0003		SQ	30 LB, Asphalt Saturated Organic Felt Roofing Underlayment, Mechanically Fastened						$566.87
						Installation	Quantity 0.00	x	Unit Price 57.88	x	Factor 1.3595	=	Total 0.00
						Demolition	41.00	x	10.17	x	1.3595	=	566.87
						Demo existing underlayment at composition shingles.							

Work Order Number: 129672.00
Work Order Title: Burrell Mac Donald Park Roofing Project*

Section - 07

17	07 51 13 00 0240		SQ	Water Based Roof Primer, GarlaPrime VOC Primer								$59.60
					Quantity		Unit Price		Factor	=	Total	
				Installation	1.00	x	43.84	x	1.3595	=	59.60	
				Primer for Flat roof repairs at through wall scupper.								
18	07 51 13 00 0264		SQ	Tuff-Flash™ Multi-Purpose Asphaltic Polyurethane Liquid Flashing Membrane Used With Reinforcing Fabric								$1,946.10
					Quantity		Unit Price		Factor	=	Total	
				Installation	1.00	x	1,431.48	x	1.3595	=	1,946.10	
				Sealant used for 3/course repair for flat roof at through wall scupper.								
19	07 71 23 00 0211		EA	4" Diameter, Round Galvanized Steel Wire Strainer								$88.54
					Quantity		Unit Price		Factor	=	Total	
				Installation	3.00	x	19.00	x	1.3595	=	77.49	
				Demolition	3.00	x	2.71	x	1.3595	=	11.05	
				Removal and replacement of Wire strainers at each downspout on new gutters								
20	07 71 23 00 0223		LF	3" x 4", 26 Gauge, Rectangular Galvanized Steel Downspout								$458.42
					Quantity		Unit Price		Factor	=	Total	
				Installation	20.00	x	9.06	x	1.3595	=	246.34	
				Demolition	60.00	x	2.60	x	1.3595	=	212.08	
				Removal and replacement of the existing downspouts. three on the gutter side one on the west side of flat roof with a leader head.								
21	07 71 23 00 0223	0325	MOD	For Up To 100', Add								$108.49
					Quantity		Unit Price		Factor	=	Total	
				Installation	60.00	x	1.33	x	1.3595	=	108.49	
22	07 71 23 00 0223	0328	MOD	For Kynar 500® Finish, Add								$229.21
					Quantity		Unit Price		Factor	=	Total	
				Installation	60.00	x	2.81	x	1.3595	=	229.21	
23	07 71 23 00 0223	0332	MOD	For 24 Gauge, Add								$142.75
					Quantity		Unit Price		Factor	=	Total	
				Installation	60.00	x	1.75	x	1.3595	=	142.75	
24	07 71 23 00 0226		EA	Galvanized Steel Leader/Conductor Head								$425.43
					Quantity		Unit Price		Factor	=	Total	
				Installation	1.00	x	312.93	x	1.3595	=	425.43	
				New Leader head installed on West side of building at scupper drain.								
25	07 71 23 00 0226	0328	MOD	For Kynar 500® Finish, Add								$160.03
					Quantity		Unit Price		Factor	=	Total	
				Installation	1.00	x	117.71	x	1.3595	=	160.03	
26	07 71 23 00 0227		EA	Thru-Wall Galvanized Steel Scupper Outlet								$268.53
					Quantity		Unit Price		Factor	=	Total	
				Installation	1.00	x	174.42	x	1.3595	=	237.12	
				Demolition	1.00	x	23.10	x	1.3595	=	31.40	
				Remove and replace existing scupper on West side of flat roof. Sealed using 3- course method of Roofing plastic cement and fiberglass mesh.								

Subtotal for Section - 07 **$102,251.91**

Section - 08

Contractor's Price Proposal - Detail Continues..

Work Order Number: 129672.00
Work Order Title: Burrell Mac Donald Park Roofing Project*

Section - 08

27	08 63 13 00 0072	EA	51-1/4" x 51-1/4" Inside Frame Dimensions, FM Approved, Polycarbonate/Polycarbonate Double Glazed Prismatic Lens, Industrial Style Fixed Dome, Aluminum Framed Skylight	$10,979.00

	Quantity		Unit Price		Factor		Total
Installation	6.00	x	1,192.59	x	1.3595	=	9,727.96
Demolition	6.00	x	153.37	x	1.3595	=	1,251.04

Remove and replace existing existing skylights.

Subtotal for Section - 08 **$10,979.00**

Proposal Total **$183,359.85**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **45.66%**

Contractor's Non-Prepriced Worksheet

Date: 9/10/2024

Re: **Job Order** 129672.00

Title Burrell Mac Donald Park Roofing Project*

SECTION	ITEM	UOM	DESCRIPTION
07 00 00	00 1111	EA	NPP Garland R-MER SPAN METAL

Install Price: 64,541.81 **X** **Install Quantity:** 1.00 **=** **Install Total:** $64,541.81

X **Factor:** 1.2973

= **Line Item Total:** $83,730.09

For Work Performed with the Contractor's Own Forces:

A. _____ Direct Labor Costs through Foreman Level (Current Prevailing Wage Rate + Published Fringe Benefits)

B. _____ Direct Material Costs (Supported by 3 Quotes)*

C. _____ Direct Equipment Costs (For Equipment **NOT** in the CTC)

_____ Total Cost for Self-perform NPP Work Task = (A+B+C) x Non-Prepriced Work Task Adjustment Factor

*Material Cost Quotes

(Attach quotes from listed suppliers/subcontractors. A Justification Letter must be attached if 3 quotes are not furnished.)

1. The Garland Company Material	**$ 63,041.81**
2. The Garland Company Freight	**$ 1,500.00**
3.	**$**

For Work Performed By Subcontractors:

G. _____ Subcontractor Costs** (Supported by Quotes) *(This Should be the Price Entered into PROGEN)*

H. **1.2973** Contractor's Non Pre-Priced Adjustment Factor

I. _____ Total Price for NPP Items being Performed by Subcontractors = G x H

**Subcontractor Cost Quotes

(Attach quotes from listed suppliers/subcontractors. A Justification Letter must be attached if 3 quotes are not furnished.)

1.	**$**
2.	**$**
3.	**$**

Convert to Unit Price

THE GARLAND COMPANY, INC.

HIGH PERFORMANCE ROOFING AND FLOORING SYSTEMS

3800 EAST 91ST. STREET • CLEVELAND, OHIO 44105-2197
PHONE: (216) 641-7500 • FAX: (216) 641-0633
NATIONWIDE: 1-800-321-9336

September 18, 2024

Bill LaMontagne
Rite Way

PROJECT PROPOSAL
Re: Burrell McDonald Roof Material Cost Proposal

We are pleased to provide the following quotation for roofing materials. The following materials shall be purchased utilizing the California Multiple Awards Schedule (CMAS).
Contract #: 4-20-56-0006B

Overall Material: Burrell McDonald
City of Compton

Material	Amount	Unit Size	Cost	Total
RMER Span -- 24 gauge, 18"	4500	Sq. Ft.	$8.58	$38,610.00
RMER Seal	25	2 sq.	$357.00	$8,925.00
RMER SS Flat Stock	30	Flat Stock	$151.00	$4,530.00
Head Closure w/ Neoprene -- 18"	110	Each	$8.97	$986.70
Clips - Standard Stainless	8	Box	$521.87	$4,174.96
Clips Gable -- Stainless	4	Box	$124.80	$499.20
Pan End Tool	1	Each	249.59	$249.59
Hand Crimping Tool	2	Each	217.86	$435.72
Electric Seamer -- Rental	1	Each	262.5	$262.50
1/8" Stainless Steel Rivets	2	Box	$51.37	$102.74
Eave and Valley Foam	3	Each	$145.37	$436.11
Jamb Rake Foam	3	Each	$145.37	$436.11
Tripolymer Sealant	1	Case	$543.18	$543.18
Shop Drawing	1	Each	$2,850.00	$2,850.00
Material Cost				$63,041.81
Tax				$5,988.97
Shipping Cost				$1,500.00
Overall Total				$70,530.78

DocuSign Envelope ID: 16BA2A8E-63EE-4715-B862-1178502FA0BD

Indefinite Delivery-Indefinite Quantity Construction Contract

Contract Number: CA-R8-RW-101723-RWR

Service Type: Roofing/Waterproofing

This Indefinite Delivery-Indefinite Quantity Construction Contract (Contract) is between **Sourcewell**, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 and **Rite-Way Roof Corporation, 15425 Arrow Route, Fontana, CA 30211** (Contractor).

Sourcewell is a State of Minnesota local government agency and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to federal, state and municipal governmental entities, K-12 and higher education entities, nonprofit entities, tribal governments, and other public entities located within the United States.

The Contractor desires to contract with Sourcewell to provide construction services to entities that access Sourcewell's indefinite delivery-indefinite quantity (IDIQ) construction contracts within the Service Region.

I. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract, including the General Terms and Conditions incorporated by reference, is effective upon the later of December 6, 2023 or the date of the final signature below.

B. EXPIRATION DATE AND EXTENSION. This Contract expires **December 5, 2024**, unless it is terminated sooner pursuant to Article XX of the General Terms and Conditions, which are incorporated into this Contract by reference. This Contract allows up to five additional one-year extensions upon the request of Sourcewell and written agreement with Contractor. Sourcewell retains the right to consider additional extensions beyond six years as required under exceptional circumstances.

II. REGION AND SERVICES

The Contractor's Region is: Region 8. The Contractor's IDIQ construction service type is: Roofing/Waterproofing. The Contractor **has** agreed to perform work outside the Region.

III. ADJUSTMENT FACTORS

The Contractor will perform any or all Tasks in the Construction Task Catalog for the Unit Price appearing therein multiplied by the following Adjustment Factors. See the General Terms and Conditions for additional information.

A. **Normal Working Hours – Prevailing Wage Rate Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.3595.

DocuSign Envelope ID: 16BA2A8E-63EE-4715-B862-1178502FA0BD

B. **Other Than Normal Working Hours – Prevailing Wage Rate Projects**: Work performed from 4:00 p.m. to 7:00 a.m. Monday to Friday, and any time Saturday, Sunday and Holidays. The Contractor will perform Tasks during Other Than Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.6314.

C. **Secured Facilities/OSHPD Prevailing - Wage Rate Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 2.2513.

D. **All Union Wage Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.3595.

E. **Non pre-priced Adjustment Factor**: To be applied to Work determined not to be included in the CTC but within the general scope of the work: 1.2973.

VI. AUTHORIZED REPRESENTATIVE

A. Sourcewell's Authorized Representative is its Chief Procurement Officer.

B. The Contractor's Authorized Representative is Jeff Hughes. If the Contractor's Authorized Representative changes at any time during this Contract, Contractor must promptly notify Sourcewell in writing.

Sourcewell	Rite-Way Roof Corporation
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Jeff Hughes E98F8B488F144B9...
By: _____	By: _____
Jeremy Schwartz	Jeff Hughes
Title: Chief Procurement Officer	Title: President
Date: 12/11/2023 | 10:03 AM CST	Date: 12/11/2023 | 7:39 AM PST

November 12, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **GENERAL SERVICES DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT TUCKER PARK ($134,924.54)**

SUMMARY

Adoption of the attached resolution will authorize the City Manager to accept the proposal, enter into an agreement, and establish a purchase order to Rite-Way Corporation in the amount of **One Hundred Thirty-Four Thousand Nine Hundred Twenty-Four Dollars and Fifty-Four Cents ($134,924.54)** for the removal and installation of a new metal roof at Tucker Park and authorize a fifteen percent (15%) contingency in the amount of **Twenty Thousand Two Hundred Thirty-Eight Dollars and Sixty-Eight Cents ($20,238.68)**.

BACKGROUND

The City of Compton owns certain real property located at 650 West Laurel Street, Compton, CA 90220, currently occupied by Recreation Department personnel.

The building's aging roof has shown significant signs of failure. Facility maintenance workers are being called upon to perform more repairs to problem areas on the roof; however, despite staff efforts, water continues to leak inside the building.

City staff and a state-licensed roofing contractor inspected and evaluated the recommended repairs to the roof. After reviewing the condition of the roof and the damage caused by rain storms, staff agreed that any temporary repair to the roof may be the quickest solution but not the most efficient.

STATEMENT OF THE ISSUE

The current roofing system at Tucker Park leaks during certain weather conditions and needs to be replaced for the safety of Recreation Department personnel and visitors. Replacing the roof is crucial to prevent mold for several reasons:

- **Water Leakage Prevention:** A deteriorating roof can develop leaks, allowing water to seep into the structure of the building. Moisture from leaks can promote

mold growth in various areas of the building, including walls, ceilings, and insulation.

- **Mold Growth Prevention:** Mold thrives in damp environments, and a leaking roof provides the ideal conditions for mold spores to proliferate. By replacing a damaged roof, you eliminate the source of moisture that facilitates mold growth.

- **Health Concerns:** Mold can pose significant health risks, especially for individuals with respiratory issues, allergies, or compromised immune systems. Mold spores can become airborne and circulate throughout the building, potentially causing respiratory problems and allergic reactions.

- **Structural Integrity:** Prolonged exposure to moisture from a leaking roof can weaken the building's structural integrity. Mold can also damage to building materials such as wood, drywall, and insulation, leading to costly repairs or even structural failure over time.

- **Property Value:** A well-maintained roof is essential for preserving the value of a property. Potential buyers are often wary of properties with existing roof issues or a history of water damage and mold growth. By replacing a damaged roof, you enhance the curb appeal and marketability of the property.

Staff worked with Rite-Way Corporation via Gordian/Sourcwell EZIQC Contract No. **CA-R8-RW-101723-RWR** to prepare a recommendation to remove and install a new metal roof at Tucker Park . Rite-Way Corporation provided a proposal in the amount of **One Hundred Thirty-Four Thousand Nine Hundred Twenty-Four Dollars and Fifty-Four Cents($134,924.54)**.

Rite-Way Corporation is offering pricing through its Sourcewell contract. Staff has determined that a formal bidding process is not required for these services per Compton Municipal Code section 4-11-7(c), which lists certain exemptions from the bidding process, including *purchases of contract supplies, materials, equipment or services entered into with another governmental or quasi-governmental entity*.

Sourcewell was formerly known as the National Joints Powers Alliance (NJPA). Participation in Sourcewell is available at no-cost, no obligation, and no liability to public agencies, school districts, state colleges and universities, and local governments. In recent years, membership in the 40-year old organization has grown rapidly as more publicly fund agencies opt to satisfy their own RFP process by using Sourcewell’s rigorous vetting in their competitive process and combined membership buying power to save time and money.

Sourcewell follows the competitive contracting law process to solicit, evaluate, and award cooperative purchasing contracts for goods and services. Sourcewell saves purchasers money by offering better pricing, less time is spent reviewing bids and combines the purchasing power of more than 50,000 organizations. Sourcewell members purchase

more than $3.5 billion annually through the awarded contractors. Government agencies save money because of the purchasing scale advantage they gain from being part of the cooperative membership.

FISCAL IMPACT

Funds in the amount not to exceed **One Hundred Fifty-Five Thousand One Hundred Sixty-Three Dollars and Twenty-Two Cents ($155,163.22)** for this expenditure are available in the Fiscal Year 2024-2025 Budget in Account No. 1004-600-000-4300 Capital Outlay.

RECOMMENDATION

It is recommended that the City Council approve the roof replacement project for Tucker Park.

NEBRASKA JONES
DIRECTOR OF GENERAL SERVICES

APPROVED FOR FORWARDING:

WILLIE A. HOPKINS, JR.
CITY MANAGER

Attachment: Proposed Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT AND ESTABLISH A PURCHASE ORDER TO RITE-WAY CORPORATION FOR THE REMOVAL AND INSTALLATION OF A METAL ROOF LOCATED AT TUCKER PARK ($134,924.54)

WHEREAS, the City of Compton owns certain real property located at 2516 West Alondra Boulevard, Compton, CA 90220 (Tucker Park), currently occupied by Recreation Department personnel; and

WHEREAS, the building's aging roof has shown significant signs of failure. Facility maintenance workers are being called upon to perform more repairs to problem areas on the roof; however, despite staff efforts, water continues to leak inside the building; and

WHEREAS, City staff and a state-licensed roofing contractor inspected and evaluated the recommended repairs to the roof; and

WHEREAS, After reviewing the condition of the roof and the damage caused by rain storms, staff agreed that any temporary repair to the roof may be the quickest solution but not the most efficient; and

WHEREAS, staff worked with Rite-Way Corporation via Gordian/Sourcwell EZIQC Contract No. **CA-R8-RW-101723-RWR** to prepare a recommendation and proposal to install a new fire alarm and sprinkler system at Compton City Hall; and

WHEREAS, Rite-Way Corporation provided a proposal in the amount of **One Hundred Thirty-Four Thousand Nine Hundred Twenty-Four Dollars and Fifty-Four Cents ($134,924.54)**; and

WHEREAS, Rite-Way Corporation is offering pricing through its Sourcewell contract; staff has determined that a formal bidding process is not required for these services per Compton Municipal Code section 4-11-7(c), which lists certain exemptions from the bidding process, including purchases of contract supplies, materials, equipment or services entered into with another governmental or quasi-governmental entity; and

WHEREAS, staff is requesting the ability to efficiently manage this project by requesting to issue purchase orders for the metal roof repair project for Tucker Park in the amount of **One Hundred Thirty-Four Thousand Nine Hundred Twenty-Four Dollars and Fifty-Four Cents ($134,924.54)** and authorize a fifteen percent (15%) contingency in the amount **Twenty Thousand Two Hundred Thirty-Eight Dollars and Sixty-Eight Cents ($20,238.68)**; and

WHEREAS, funds for this expenditure in the amount not to exceed **One Hundred Fifty-Five Thousand One Hundred Sixty-Three Dollars and Twenty-Two Cents ($155,163.22)** are available in the Fiscal Year 2024-2025 Budget in Account No. 1004-600-000-4300 Capital Outlay; and

Account No.	**Fund**	**Description**	**Amount**
2810-600-000-4300	Capital Outlay	Metal Roof Repair Project	$134,924.54
2810-600-000-4300	Capital Outlay	15% Contingency	$20,238.68
		TOTAL	**$155,163.22**

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager, upon advice and approval of the City Attorney, is hereby authorized to enter into an agreement with Rite-Way Corporation to replace and install a new metal roof at Tucker Park.

SECTION 2. That the City Manager is hereby authorized to establish a purchase order to the Rite-Way Corporation in the amount of **One Hundred Thirty-Four Thousand Nine Hundred Twenty-Four Dollars and Fifty-Four Cents ($134,924.54)**.

SECTION 3. That a fifteen percent (15%) contingency in the amount of **Twenty Thousand Two Hundred Thirty-Eight Dollars and Sixty-Eight Cents ($20,238.68)** is hereby authorized.

SECTION 4. That funds in the amount not to exceed **One Hundred Fifty-Five Thousand One Hundred Sixty-Three Dollars and Twenty-Two Cents ($155,163.22)** are available in the 2024-2025 Fiscal Year budget in Account Number 1004-600-000-4300.

Section 5. That a copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, and the General Services Department.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

INSTALLATION AGREEMENT BETWEEN
CITY OF COMPTON
AND
RITE-WAY CORPORATION

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON,** a municipal corporation of the State of California (hereinafter referred to as "**CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220 and **RITE-WAY CORPORATION** (hereinafter referred to as **"CONTRACTOR"**) located at 15426 Arrow Route, Fontana, CA 92335 (each a "Party" and collectively, the "Parties").

RECITALS

A. The City has a need for a specifically trained and experienced contractor who can remove and install a new metal roof at Tucker Park, and

B. Contractor has the professional skills, training, certification, and experience necessary to perform the services described in this Agreement; and

C. City desires to engage Contractor to provide these services by reason of its qualifications and experience in performing such services; and

D. By **Resolution No. **,*****, adopted on the ____ day of _____, the City Council gave the approval to award a contract to Rite-Way Corporation for the installation of a new metal roof at Tucker Park located at 650 West Laurel Street, Compton, CA 90220.

NOW, THEREFORE, the Parties**,** for the consideration, terms and conditions herein described, mutually agree as follows:

1. Services to be Performed by Contractor:

Contractor shall perform, in a professional manner, everything required to be performed, shall provide and furnish all the labor, materials, necessary tools, expendable equipment and all utility and transportation services for the purchase of all necessary equipment and installation for:

More specifically, Contractor shall perform the following scope of services provided by:

Scope of Work:

Exhibit 1-A – Sourcewell / Gordian / Rite-Way Roofing Corporation dated September 10, 2024
Work Order Number 129674.00

Contractor will be responsible for the professional quality, technical accuracy and coordination of the services. Contractor will, without additional compensation, correct or revise any errors or deficiencies in the services.

Contractor agrees to perform all the said work and furnish all the said materials at its own cost and expense, as are necessary to complete in a good worker-like and substantial manner and to the satisfaction of the City**.**

Contractor shall bear all costs associated with this work, including, but not limited to, all professional, technical, clerical services, materials, tools, equipment, transportation, telephone, etc., used by Contractor in connection with this work.

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2. Compensation:

The method of payment for this Contract shall be on a flat lump sum basis. The fees charged by the Contractor shall include compensation for all work and labor, including travel, materials, supplies, vendor services, expenses and subcontracted work. No additional compensation will be paid to the Contractor, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Contractor and the City. Adjustments in the total compensation will not be effective until authorized and approved by the City**.**

Contractor shall be reimbursed within thirty (30) days, or as promptly as fiscal procedures may permit, upon receipt by the City of itemized invoice(s) for all services completed. Invoice(s) shall be submitted no later than 45 calendar days after the performance of work for which the Contractor is billing. Invoice(s) shall be delivered or mailed to the **Director, General Services Department** at the following address: **City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.**

The Contractor is required to comply with all federal, state, and local laws and ordinances applicable to the work.

For the work agreed to be performed pursuant to this Agreement, it is understood between the parties that the maximum compensation payable to the Contractor for all services to be performed pursuant to this Agreement is limited to **One Hundred Fifty-Five Thousand One Hundred Sixty-Three Dollars and Twenty-Two Cents ($155,163.22).**

In the event of termination, the Contractor shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any non-cancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Contractor's delivery to the City of any and all City property, documents, reports, records and materials associated with the performance of this Agreement.

3. Commencement of Services:

The **CONTRACTOR** agrees to commence the work provided for herein after receipt of the **"Notice-to-Proceed"** and to continue in a diligent, professional, and worker-like manner without interruption until the work is completed, which is anticipated by the parties to be **120 days** from the **"Notice-to-Proceed".**

4. Indemnity:

Contractor shall indemnify and save harmless the City**,** its officials, officers, employees, agents and volunteers (collectively hereafter the "CITY") against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall defend, indemnify and save the City from any and all liability or expense, including defense costs and legal fees, and claims, demands, suits, actions or proceedings of any kind or nature, including Worker's Compensation claims, of or by anyone whomsoever in any way resulting from or arising out of the negligent or intentional acts or omissions of the Contractor in the performance of this Contract, including operations of subcontractors and acts or omissions of employers or agents of the Contractor or its subcontractors.

This indemnification and hold harmless obligation does not extend to claims arising out of the sole negligence or willful misconduct of the City.

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5. Insurance:

5.1 Insurance Requirements. The Contractor shall not commence Work under this Contract until it has provided evidence satisfactory to the City that it has secured all insurance coverage required under this section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until such subcontractor(s) has secured all insurance required under this Section 5.

As a condition precedent to the effectiveness of this Contract for work to be performed hereunder and without limiting the Contractor's indemnification of the City, Contractor will maintain the types of coverage's and minimum limits indicated below, unless the Risk Manager or City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Contractor's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by Contractor pursuant to this Agreement are adequate to protect Contractor**.** The coverage will contain no special limitations on the scope of its protection to the below-designated insured's except for Workers Compensation insurance. ***Failure on the part of the Contractor to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement.*** **Contractor** agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City.

5.2 Minimum Scope of Insurance. Insurance coverage specified herein constitutes the minimum requirements and said requirements shall in no way lessen or limit the liability of the Contractor under the terms of the Agreement. Contractor shall procure and maintain, at its own costs and expense, any additional kinds and amounts of insurance that, in its own judgment, may be necessary for its proper protection of the work.

All insurance required hereunder shall be primary with respect to any insurance maintained by the City and shall not call on the City's program for contributions. Program(s) of insurance shall include:

5.2.1 Commercial General Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Commercial General Liability Insurance, inclusive of personal injury liability and broad form property damage coverage, in an amount not less than **One Million Dollars ($1,000,000.00)** per occurrence. The coverage shall be written on an occurrence basis. Claims made coverage is not acceptable.

5.2.2 Workers' Compensation Insurance and Employer's Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of **One Million Dollars ($1,000,000)** per accident for bodily injury and which specifically covers all persons providing services by or on behalf of the Contractor and all risks to such persons under the Agreement. Workers' Compensation and Employer's Liability insurance will not be required if Contractor has no employees and provides, to City's satisfaction, a declaration stating this.

5.2.3 Automotive Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a program of insurance with a limit of liability of not less than **Five Hundred Thousand Dollars ($500,000.00)** for each accident. Such insurance shall include coverage for all "owned", "hired" and "non-owned" vehicles, or coverage for "any auto". If Contractor does not own any company vehicles, the requirement may be satisfied by providing (a) a Personal Automobile Liability policy for the Contractor's own vehicle; and (b) a non-owned auto endorsement to the Commercial General Liability policy if Contractor may use vehicles of others (e.g., vehicles of employees).

5.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

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5.3.1 The policy or policies of insurance required by Section 5.2.1 (Commercial General Liability) shall be endorsed to provide the following:

.a Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be named as *"additional insured"* with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

.b Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Contractor; or (4) contain any other exclusions contrary to the Contract.

.c Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.2 The policy or policies of insurance required by Section 5.2.2 (Automobile Liability) shall be endorsed to provide the following:

.a Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.3 The policy or policies of insurance required by Section 5.2.4 (Workers' Compensation) shall be endorsed to provide the following:

.a Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

.b Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.4 Waiver of Subrogation. Required insurance coverage's shall not prohibit Contractor from waiving the right of subrogation prior to a loss. Contractor shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

5.5 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5.6 Evidence of Insurance. ***The Contractor, concurrently with the execution of the Contract, and as a condition precedent to the effectiveness thereof, shall deliver certified copies of the required policies on forms approved by the City.*** The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

5.7 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of

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California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

5.8 Insurance for Subcontractors. All subcontractors shall be included as additional insured's under the Contractor's policies, or the Contractor shall be responsible for causing subcontractors to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an *"additional insured"* to the subcontractor's policies.

6. Safety:

6.1 Contractor shall have overall responsibility for safety precautions and programs in the performance of the services.

6.2 Contractor shall seek to avoid injury, loss or damage to persons or property by taking reasonable steps to protect:

.a Employees and all other persons at the location where services are rendered ("Site");

.b Materials and equipment stored on the Sites or off the Sites at locations for use in performance of the work; and

.c The assigned project Sites and all property located at the Sites, whether or not said property or structures are part of the project or involved in the work.

6.3 Contractor shall designate an individual at the Site of the assigned project in the employ of Contractor who shall act as Contractor's designated safety representative with a duty to prevent accidents.

6.4 Losses not insured under property insurance which may arise from the performance of the work, to the extent of the negligence attributed to such acts or omissions of Contractor or anyone for whose acts Contractor may be liable, shall be promptly remedied by Contractor at Contractor's cost and without reimbursement by City as a cost of work, or in any other manner.

6.5 If City deems any part of the work or Sites unsafe, City may require Contractor, without assuming responsibility for Contractor's safety program, to immediately stop performance of the work or take corrective measures. Neither City's order nor Contractor's action in response thereto shall be the basis for adjustment in the contract price or contract time.

7. Non-Discriminatory Employment Practices:

During the performance of this Contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. The Contractor will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth provisions of this nondiscrimination clause.

In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract, this Contract may be canceled, terminated or suspended in whole or in part.

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8. Successors and Assigns:

City and the Contractor each binds themselves, their partners, successors, assigns and legal representatives to the other party hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in the Contract Documents. Neither party to the Agreement shall assign the Contract or sublet it in whole or part without the written consent of the other, nor shall the Contractor assign any monies due or to become due to it hereunder, without the previous written consent of the City. Any attempted assignment of this Contract without the written consent of both parties is void.

9. Warranties:

The Contractor guarantees all equipment, materials, supplies and work furnished on the job against defective construction or workmanship for a period of one (1) year following substantial completion of the project.

If within one (1) year after the date of completion of the Agreement, any of the work is found to be defective or not in accordance with the Contract documents, the Contractor shall correct it promptly after receipt of a written notice from the City to do so, at the Contractor's expense. This obligation shall survive termination of the Contract. The City shall give notice promptly after discovery of the condition.

10. Independent Contractor Status:

Contractor, its officers, employees, subcontractors, agents and volunteers (collectively hereinafter the "Contractor"), is a wholly independent Contractor and not an officer, employee, subcontractor or agent of the City of Compton. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Contractor, except as expressly set forth in this Agreement. Contractor expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Agreement that Contractor shall not at any time or in any manner, represent that Contractor is in any manner officers, employees, agents or volunteers of the City. Contractor shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Contractor expressly waives any claim to such rights.

11. Permits and Licenses:

Contractor, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by Contractor.

Prior to or at the time of execution of this Agreement, the Contractor shall obtain a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

12. Termination:

Notwithstanding any other provisions of this Agreement, this Agreement may be terminated as follows:

12.1 If the Contractor becomes insolvent; that is, it has ceased to pay its debts in the ordinary course of business or cannot pay its debts as they become due, whether or not it has committed an act of bankruptcy, and whether or not insolvent within the meaning of the federal Bankruptcy law, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.2 If the Contractor persistently or repeatedly refuses or fails, except in cases for which

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extensions of time are provided, to supply enough properly skilled workers, property or material, or if he fails to make prompt payment to subcontractors or for materials or labor, or he persistently disregards laws, ordinances, rules, regulations or orders of any public authority having jurisdiction, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.3 If the Contractor fails to perform or breaches any material obligation under this Agreement, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.4 Pursuant to the provisions of Section 5 above.

If the City gives notice of termination, Contractor shall cease immediately all work in progress unless otherwise directed in writing by the City. Upon termination Contractor shall furnish to the City a final invoice for work performed.

13. Ownership of Documents/Equipment:

All electronic and hardcopy data, reports, documents, records, plans, discs, diskettes or other material ("Documents") prepared, developed or discovered by or provided to Contractor during the course of providing services pursuant to this Agreement and equipment purchased shall be the property of the City**,** whether or not the services are completed.

14. Force Majeure:

In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Contractor or any of Contractor's subcontractors), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Contract upon any event that renders performance impossible. In such case, City shall be responsible for payment of all expenses incurred to the point at which this Contract is terminated.

15. Waivers:

A waiver by either party to this Agreement of any breach of any term, covenant or condition contained herein shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant or condition contained herein, whether of the same or a different character.

16. Amendments:

This Agreement may be modified or amended only by written document executed by both Contractor and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

17. Notice:

All notices, demands or requests to be given under this Agreement shall be given in writing and conclusively shall be deemed received when: (a) delivered personally, or (b) on the third business day after the deposit thereof in the United States mail, postage prepaid and addressed as hereinafter provided, or (c) one business day after sent by facsimile transmission.

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To Contractor:	**Rite-Way Roofing Corporation** **15426 Arrow Route** **Fontana, CA 92335** **Attn: Bill LaMontagne, ****** **(909) 350-8490**
To City:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: Director, General Services Department** **(310) 605-5519**
With copy to:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: City Manager** **(310) 605-5585**

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

18. Contractors' Books and Records:

Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to work, services, expenditures and disbursements charges to the City for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Contractor shall maintain all documents and records which demonstrate performance under this Agreement for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City or a designated representative. Copies of such documents shall be provided to the City**,** at its expenses, for inspection when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Contractor's address indicated for receipt of notices in this Agreement.

19. Examination and Audit:

This Contract shall be subject to examination and audit of the City**,** State Auditor of the State of California and/or any duly authorized representative of the federal government, at the request of the City, or as part of any audit of the City, for a period of three (3) years, or longer if required by law, after final payment under this Agreement.

20. Covenants Against Contingent Fees:

Contractor warrants that Contractor has not employed or retained any company or person, other than a bona fide employee working for Contractor, to solicit or secure this Agreement, and that Contractor has not paid or agreed to pay any company or person, other than a bona fide employee, any fee,

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commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

21. Waivers:

The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment which may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

22. Entire Agreement:

This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

23. Governing Law and Severability:

This Agreement shall be governed by and construed under the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

Should any part of this Agreement be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the parties.

24. Federal and State Withholding Taxes:

Contractor shall be responsible for paying when due all federal and state income withholding taxes for all earning under this Agreement. Contractor agrees to indemnify City for any claims, costs, losses, fees, penalties, interest, or damages suffered by City resulting from Contractor's failure to comply with this provision. Contractor shall be responsible for paying all federal and state income withholding taxes for all earning under this Agreement.

25. Miscellaneous:

Contractor and City acknowledge that the terms of this Agreement have been mutually negotiated and that such documents shall not be interpreted against either City or Contractor on the basis that either party was responsible for or in control of the drafting of such documents.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

DRAFT

IN WITNESS WHEREOF, Contractor has executed this Agreement, and the City, by its City Manager, who is authorized to do so, has executed this Agreement.

RITE-WAY ROOFING CORPORATION
CONTRACTOR

Dated: _____ **By** _____
Bill LaMontagne, **
Rite-Way Roofing Corporation

CTY OF COMPTON
Recommended for Approval by:

By _____ **Dated:** _____
Nebraska Jones
General Services Department

Approved by:

Dated: _____ **By** _____
Willie A. Hopkins, City Manager

Approved as to form:

By _____ **Dated:** _____
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By** _____
Vernell McDaniel, City Clerk

DRAFT

Work Order Signature Document

EZIQC Contract No.: CA-R8-RW-101723-RWR

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number.:	129674.00	Work Order Date:	09/10/2024
Work Order Title:	Dr. Walter Tucker Park Roofing Project*		
Owner Name:	City of Compton	Contractor Name:	Rite-Way Roofing Corporation
Contact:	Nebraska Jones	Contact:	Bill LaMontagne
Phone:	310-605-5519	Phone:	909-350-8490

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No CA-R8-RW-101723-RWR.

Brief Work Order Description:

Time of Performance Estimated Start Date:
Estimated Completion Date:

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $134,924.54

Owner Purchase Order Number:

Approvals

City of Compton Date

Contractor Date

Detailed Scope of Work

To: Bill LaMontagne
Rite-Way Roofing Corporation
15426 Arrow Route
Fontana, CA 92335
909-350-8490

From: Nebraska Jones
CALIFORNIA - City of Compton
205 S. Willowbrook Ave.
Compton, CA 90220
310-605-5519

Date Printed: September 10, 2024

Work Order Number: 129674.00

Work Order Title: Dr. Walter Tucker Park Roofing Project*

Brief Scope:

☐ **Preliminary** ☐ **Revised** ☒ **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

See attached

Subject to the terms and conditions of ezIQC Contract **CA-R8-RW-101723-RWR**.

Contractor _____ Date _____

City of Compton _____ Date _____

9/09/24

Rite-Way Roof Corporation
Commercial Roof Services- CA License # 661941 C-39
15425 Arrow Rt. Fontana, Ca. 92335 * 909-350-8490 * Fax 909-350-8477

Scope of Work For:
City of Compton
Tucker Park Metal Roofing Project
Attn.:
Property: 650 W Laurel St.
Compton, Ca 90220

New Garland R-Mer Span Standing Seam Metal Roof

Prices based on Prevailing wage rates during normal working hours between 6am and 6pm, no weekend or after hour work has been figured. Based on good access to building for demo, load, and staging next to building.

1.1-Contractor will supply all necessary labor, materials, and equipment to complete the following installation of a new Garland R-Mer Span Standing Seam Metal Roof per Manufacturer's specification no. 074100 and SMACNAS specifications as follows:

1.1 Scope Includes:

- Remove existing Asbestos Containing Material per Asbestos report provided by the City of Compton
- Remove existing tile roofing material down to wood deck and haul away all debris. Remove all wood nailers along hips and ridges.
- Replace any damaged or dry rot wood decking up to 10%. Additional dry rot or deck replacement will be billed at an additional charge per line item pricing.
- Install new self-adhered Garland R-Mer Seal High Temp Underlayment over wood deck per manufacturer's specifications.
- Install new Garland R-Mer Span 24 ga. 18" Metal Roof Panels prefinished in Manufacturer's standard stocked color/finish. Color TBD.
- Garland prefinished flashings, trim and accessories associated with the metal roofing, including rake metal and roof-to-wall metal, gauge, color/finish to match the metal roofing.
- Install closures at eaves and ridges, fabricated of same metal as metal roof panels.
- Clean up and haul off all our roofing debris.
- New roof to have a two (2) year warranty against leaking due to workmanship from Rite-Way Roof Corp.
- New Roof to have a 30-year manufacturer's warranty as stated in specifications.

Exclusions: Any other roof other than roofs indicated above, Stainless Steel flashings, Splash pans or blocks, Skylights, Deck replacement other than what is mentioned above, Wood Nailers, Wood Blocking, Structural reinforcement, Raising of any equipment curb or platform., Roof hatch, Roof accessories, Vapor barrier, Expansion joints, Crickets, Any wood work Not called out above, Waterproofing, Deck Wall or Traffic Coatings, Any mechanical work, Duct repair or sealing, Drain supply or installation, Interior Damages, Temporary Roofing of any kind, Water testing, Scaffolding, Over time Wages , Permits, and Shop Drawings.

- LIC#: 661941
- CLASSIFICATIONS: C-39
- GARLAND APPROVED APPLICATOR.
- SMALL BUSINESS CERTIFIED CONTRACTOR #38907.
- PWCR# (DIR): 1000001946

Owners Initials_____

Roof Diagram

Notes:

1. All Safety Standards per CAL/OSHA will be adhered to. Any additional safety requirements beyond CAL/OSHA standards may result in an additional surcharge.
2. Prices are good for 30 days from the bid date unless otherwise noted.
3. All work to be completed in a workmanlike manner according to standard practices.
4. Overtime requirements due to inclement weather, other trade delays and/or delays not related to Rite-Way Roof are not included in this price.
5. Our price to perform this work includes all applicable insurance, taxes, labor, material and equipment.
6. Due to insurance and safety concerns, no work will be performed during inclement or adverse weather conditions i.e., rain or severe wind.
7. Clean up and haul off all our roofing debris.
8. Owner acknowledges that, while contractor may make observations about the general condition of the roof(s) being serviced, nothing in this agreement creates any obligation on the part of contractor to warn, advise or make recommendations to owner concerning conditions observed other than the immediate area(s) repaired by contractor.

Owners Initials_____

Contractor's Price Proposal - Summary

Date: September 10, 2024

Re:

IQC Master Contract #:	CA-R8-RW-101723-RWR
Work Order #:	129674.00
Owner PO #:	
Title:	Dr. Walter Tucker Park Roofing Project*
Contractor:	Rite-Way Roofing Corporation
Proposal Value:	$134,924.54

Section - 01	**$60,951.27**
Section - 02	**$766.39**
Section - 06	**$1,583.12**
Section - 07	**$71,623.76**
Proposal Total	**$134,924.54**

Thisl total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **45.56%**

Contractor's Price Proposal - Detail

Date: September 10, 2024

Re:

IQC Master Contract #:	CA-R8-RW-101723-RWR
Work Order #:	129674.00
Owner PO #:	
Title:	Dr. Walter Tucker Park Roofing Project*
Contractor:	Rite-Way Roofing Corporation
Proposal Value:	$134,924.54

	Sect.	Item	Mod.	UOM	Description	Line Total
Labor	**Equip.**	**Material**	**(Excludes)**			
Section - 01						
1	01 22 16	00 0002		EA	Reimbursable FeesReimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt, invoice, or proof of payment shall be submitted with the Price Proposal.	$2,904.44
				Installation	Quantity 2,640.40 x Unit Price 1.00 x Factor 1.1000 = Total 2,904.44	
					Bond fee, final proposal $132,020.10 x 2%	
2	01 22 20	00 0002		HR	Asbestos Removal WorkerFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$1,981.82
				Installation	Quantity 16.00 x Unit Price 91.11 x Factor 1.3595 = Total 1,981.82	
					2 guys x 1 day for removal of 90 SF of asbestos.	
3	01 22 20	00 0041		HR	Roofer, MetalFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$49,877.77
				Installation	Quantity 288.00 x Unit Price 127.39 x Factor 1.3595 = Total 49,877.77	
					-Underlayment (4 guys 1 days = 32 hours) -Metal panels includes unloading / loading install panels (4 guys 4 days = 128 hours) -Trim metal including Eave, Ridge, Rake, Valleys(4 guys 4 days 128 hours)	
4	01 22 23	00 1072		WK	8,000 LB Straight Mast, Rough Terrain Construction Forklift With Full-Time Operator	$8,258.24
				Installation	Quantity 1.00 x Unit Price 6,074.47 x Factor 1.3595 = Total 8,258.24	
					Equipment to access building over lawn area for removal and loading of new roof material. Operator figured at 25% of time.	
5	01 22 23	00 1072	0035	MOD	For Equipment Without Operator, Deduct	-$4,651.47
				Installation	Quantity 0.75 x Unit Price -4,561.94 x Factor 1.3595 = Total -4,651.47	
6	01 71 13	00 0004		EA	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' BedIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.	$2,026.17
				Installation	Quantity 1.00 x Unit Price 1,490.38 x Factor 1.3595 = Total 2,026.17	
					Delivery of fork lift.	
7	01 74 19	00 0035		TON	Traditional Building Construction Materials, Landfill Dump Fee	$387.73
				Installation	Quantity 4.60 x Unit Price 62.00 x Factor 1.3595 = Total 387.73	
					370 lbs. per 100 sq. ft. for demo waste.	

Work Order Number: 129674.00
Work Order Title: Dr. Walter Tucker Park Roofing Project*

Section - 01

8	01	74	19	00 0037		CY	Hazardous Materials And Rubbish Landfill Dump FeeIncludes regulated waste such as paint cans, refrigerators/freezers, air conditioners, smoke detectors, batteries, etc.						$166.57
								Quantity		Unit Price		Factor	Total
							Installation	3.00	x	40.84	x	1.3595 =	166.57
							Disposal of hazardous material						

Subtotal for Section - 01 **$60,951.27**

Section - 02

9	02	89	00	00 0023		EA	Portable Waste Decontamination UnitIncludes connection to negative air system.						$766.39
								Quantity		Unit Price		Factor	Total
							Installation	1.00	x	563.73	x	1.3595 =	766.39
							Onsite decontamination unit required for asbestos removal.						

Subtotal for Section - 02 **$766.39**

Section - 06

10	06	11	16	00 0195		LF	2" x 6" Pressure Treated Lumber, For Roofing Nailers						$159.67
								Quantity		Unit Price		Factor	Total
							Installation	0.00	x	3.51	x	1.3595 =	0.00
							Demolition	135.00	x	0.87	x	1.3595 =	159.67
							Remove and haul away existing 2"x6" wood nailers.						
11	06	16	33	00 0004		SF	1/2" Thick CDX Plywood Roof DeckingApplied to wood rafters.						$706.51
								Quantity		Unit Price		Factor	Total
							Installation	256.00	x	2.03	x	1.3595 =	706.50
							Contingency Allowance to Replace Plywood up to 10% of roof deck. Any additional dry rot not included.						
12	06	16	33	00 0004	0006	MOD	For Exterior CC Grade Plywood, Add						$38.28
								Quantity		Unit Price		Factor	Total
							Installation	256.00	x	0.11	x	1.3595 =	38.28
13	06	16	33	00 0004	0011	MOD	For Selective Replacement <400 (Includes Removal Of Damaged Plywood And Fitting New Plywood To Size), Add						$678.66
								Quantity		Unit Price		Factor	Total
							Installation	256.00	x	1.95	x	1.3595 =	678.66

Subtotal for Section - 06 **$1,583.12**

Section - 07

14	07	00	00	00 1112		EA	NPP Garland R-MER SPAN METAL						$61,474.83
					NPP			Quantity		Unit Price		Factor	Total
							Installation	1.00	x	47,386.75	x	1.2973 =	61,474.83
							Non-Pre-Priced item 24 gauge Garland R-Mer Span Standing seam metal roofing and R-Mer Seal Underlayment.						
15	07	05	13	00 0002		EA	Up To 1 SQ, Mobilization Of Crew For Small Quantity Of Roof Work						$1,678.23
								Quantity		Unit Price		Factor	Total
							Installation	1.00	x	1,234.45	x	1.3595 =	1,678.23
							Closest LI to Small crew mobilization for Asbestos Abatement Crew.						
16	07	32	13	00 0015		SQ	One Piece Mission Tile Roofing, 75 Piece Per SQ						$8,470.70
								Quantity		Unit Price		Factor	Total
							Installation	0.00	x	955.93	x	1.3595 =	0.00
							Demolition	25.00	x	249.23	x	1.3595 =	8,470.70
							Removal of existing tile roofing material.						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 129674.00
Work Order Title: Dr. Walter Tucker Park Roofing Project*

Subtotal for Section - 07	**$71,623.76**

Proposal Total	**$134,924.54**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **45.56%**

Contractor's Non-Prepriced Worksheet

Date: 9/10/2024

Re: **Job Order** 129674.00

Title Dr. Walter Tucker Park Roofing Project*

SECTION	ITEM	UOM	DESCRIPTION
07 00 00 00	1112	EA	NPP Garland R-MER SPAN METAL

Install Price: 47,386.75 **X** **Install Quantity:** 1.00 **=** **Install Total:** $47,386.75

X **Factor:** 1.2973

= **Line Item Total:** $61,474.83

For Work Performed with the Contractor's Own Forces:

A. _____ Direct Labor Costs through Foreman Level (Current Prevailing Wage Rate + Published Fringe Benefits)

B. _____ Direct Material Costs (Supported by 3 Quotes)*

C. _____ Direct Equipment Costs (For Equipment **NOT** in the CTC)

_____ Total Cost for Self-perform NPP Work Task = (A+B+C) x Non-Prepriced Work Task Adjustment Factor

*Material Cost Quotes

(Attach quotes from listed suppliers/subcontractors. A Justification Letter must be attached if 3 quotes are not furnished.)

1. The Garland Company Material	**$ 45,886.75**
2. The Garland Company Freight	**$ 1,500.00**
3.	**$**

For Work Performed By Subcontractors:

G. _____ Subcontractor Costs** (Supported by Quotes) *(This Should be the Price Entered into PROGEN)*

H. **1.2973** Contractor's Non Pre-Priced Adjustment Factor

I. _____ Total Price for NPP Items being Performed by Subcontractors = G x H

**Subcontractor Cost Quotes

(Attach quotes from listed suppliers/subcontractors. A Justification Letter must be attached if 3 quotes are not furnished.)

1.	**$**
2.	**$**
3.	**$**

Convert to Unit Price

THE GARLAND COMPANY, INC.

HIGH PERFORMANCE ROOFING AND FLOORING SYSTEMS

3800 EAST 91ST. STREET • CLEVELAND, OHIO 44105-2197
PHONE: (216) 641-7500 • FAX: (216) 641-0633
NATIONWIDE: 1-800-321-9336

September 18, 2024

Bill LaMontagne
Rite Way

PROJECT PROPOSAL
Re: Dr. Tucker Roof Material Cost Proposal

We are pleased to provide the following quotation for roofing materials. The following materials shall be purchased utilizing the California Multiple Awards Schedule (CMAS).
Contract #: 4-20-56-0006B

Overall Material: Dr. Tucker
City of Compton

Material	Amount	Unit Size	Cost	Total
RMER Span -- 24 gauge, 18"	2750	Sq. Ft.	$8.58	$23,595.00
RMER Seal	20	2 sq.	$357.00	$7,140.00
RMER SS Flat Stock	25	Flat Stock	$151.00	$3,775.00
Head Closure w/ Neoprene -- 18"	150	Each	$8.97	$1,345.50
Clips - Standard Stainless	8	Box	$521.87	$4,174.96
Clips Gable -- Stainless	2	Box	$124.80	$249.60
Pan End Tool	1	Each	249.59	$249.59
Hand Crimping Tool	2	Each	217.86	$435.72
Electric Seamer -- Rental	1	Each	262.5	$262.50
1/8" Stainless Steel Rivets	2	Box	$51.37	$102.74
Eave and Valley Foam	6	Each	$145.37	$872.22
Jamb Rake Foam	2	Each	$145.37	$290.74
Tripolymer Sealant	1	Case	$543.18	$543.18
Shop Drawing	1	Each	$2,850.00	$2,850.00

Material Cost	$45,886.75
Tax	$4,359.24
Shipping Cost	$1,500.00
Overall Total	$51,745.99

DocuSign Envelope ID: 16BA2A8E-63EE-4715-B862-1178502FA0BD

Indefinite Delivery-Indefinite Quantity Construction Contract

Contract Number: CA-R8-RW-101723-RWR

Service Type: Roofing/Waterproofing

This Indefinite Delivery-Indefinite Quantity Construction Contract (Contract) is between **Sourcewell**, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 and **Rite-Way Roof Corporation, 15425 Arrow Route, Fontana, CA 30211** (Contractor).

Sourcewell is a State of Minnesota local government agency and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to federal, state and municipal governmental entities, K-12 and higher education entities, nonprofit entities, tribal governments, and other public entities located within the United States.

The Contractor desires to contract with Sourcewell to provide construction services to entities that access Sourcewell's indefinite delivery-indefinite quantity (IDIQ) construction contracts within the Service Region.

I. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract, including the General Terms and Conditions incorporated by reference, is effective upon the later of December 6, 2023 or the date of the final signature below.

B. EXPIRATION DATE AND EXTENSION. This Contract expires **December 5, 2024**, unless it is terminated sooner pursuant to Article XX of the General Terms and Conditions, which are incorporated into this Contract by reference. This Contract allows up to five additional one-year extensions upon the request of Sourcewell and written agreement with Contractor. Sourcewell retains the right to consider additional extensions beyond six years as required under exceptional circumstances.

II. REGION AND SERVICES

The Contractor's Region is: Region 8. The Contractor's IDIQ construction service type is: Roofing/Waterproofing. The Contractor **has** agreed to perform work outside the Region.

III. ADJUSTMENT FACTORS

The Contractor will perform any or all Tasks in the Construction Task Catalog for the Unit Price appearing therein multiplied by the following Adjustment Factors. See the General Terms and Conditions for additional information.

A. **Normal Working Hours – Prevailing Wage Rate Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.3595.

DocuSign Envelope ID: 16BA2A8E-63EE-4715-B862-1178502FA0BD

B. **Other Than Normal Working Hours – Prevailing Wage Rate Projects**: Work performed from 4:00 p.m. to 7:00 a.m. Monday to Friday, and any time Saturday, Sunday and Holidays. The Contractor will perform Tasks during Other Than Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.6314.

C. **Secured Facilities/OSHPD Prevailing - Wage Rate Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 2.2513.

D. **All Union Wage Projects**: Work performed from 7:00 a.m. until 4:00 p.m. Monday to Friday, except Holidays. The Contractor will perform Tasks during Normal Working Hours for the Unit Price set forth in the CTC multiplied by the Adjustment Factor of: 1.3595.

E. **Non pre-priced Adjustment Factor**: To be applied to Work determined not to be included in the CTC but within the general scope of the work: 1.2973.

VI. AUTHORIZED REPRESENTATIVE

A. Sourcewell's Authorized Representative is its Chief Procurement Officer.

B. The Contractor's Authorized Representative is Jeff Hughes. If the Contractor's Authorized Representative changes at any time during this Contract, Contractor must promptly notify Sourcewell in writing.

Sourcewell	Rite-Way Roof Corporation
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Jeff Hughes E98F8B488F144B9...
By: _____	By: _____
Jeremy Schwartz	Jeff Hughes
Title: Chief Procurement Officer	Title: President
Date: 12/11/2023 | 10:03 AM CST	Date: 12/11/2023 | 7:39 AM PST

November 12, 2024

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **NEBRASKA JONES, GENERAL SERVICES DIRECTOR**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ACCEPTING A BID AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICE AGREEMENT AND ESTABLISH A PURCHASE ORDER TO P31 DEVELOPMENT CORPORATION TO RESTORE THE HERITAGE HOUSE ($272,043.35)**

SUMMARY

Adoption of this resolution will authorize the City Manager to accept the bid and enter into a professional service agreement with P31 Development Corporation in the amount of **Two Hundred Seventy-Two Thousand Forty-Three Dollars and Thirty-Five Cents ($272,043.35)** and authorize a fifteen (15%) percent contingency in the amount of **Forty Thousand Eight Hundred Six Dollars and Fifty Cents ($40,806.50)** for the Heritage House Restoration Project.

BACKGROUND

On May 9, 2023, the Mayor and City Council authorized resolution 25,830 adopting and authorizing the Annual Action Plan to the U.S. Department of Housing and Urban Development (HUD) and use of Funds for the Community Development Block Grant (CBDG). Under Section 1, the City Council adopted funding recommendations, which included allocation of **Two Hundred Thousand Dollars and Zero Cents ($200,000.00)** for the Heritage House Restoration Project.

On September 11, 2024, staff released a request for bids to seek proposals from qualified and experienced contractors to restore and preserve the historical significance of the Heritage House, the oldest remaining house in Compton. The house was built in 1869 at 209 South Acacia Street, Compton, California 90220. In 1869, when A.R. Loomis built the home, it had two rooms; later, owners added additional rooms. The house is known as the oldest home in Compton, so there was a public call to protect it. The Heritage House was restored, refurnished, and renamed by the citizens of Compton as a tribute to early settlers of the community, and on November 5, 1958, it was designated a California Historical Landmark (No. 664). In 1959, the City of Compton purchased the home and moved to the northwest corner of Willowbrook Avenue and Myrrh Street in Compton, California.

STATEMENT OF THE ISSUE

The Requests for Bids (RFBs) was advertisement on the City website www.comptoncity.org/RFP, posted on Planet Bids and printed in the Compton Bulletin on September 11, 2024 and September 18, 2024. On October 17, 2024, City staff received a total of two (2) bids as follows:

Company	Cost
Aleph Building Construction	$271,000.00
P31 Development Corporation	$272,043.35

On October 23, 2024, City staff reviewed the proposals and evaluated each in detail. After a thorough evaluation of potential contractors, staff has identified P31 Development Corporation as the most suitable candidate, whose proposal, while not the lowest-cost option, demonstrated a superior quality, and experience.

The Heritage House Restoration Project will be completed in two phases. Phase I, consists of Architectural Design and Engineering services, which will include historical research, narrative development, community engagement and programming. Phase II, consists of Construction and Construction Management.

P31 Development Corporation entire project cost is detailed as follows:

PHASE I:	Architecture and Engineering Services	$7,500.00
	Historical Preservation Management	$3,000.00
PHASE I - TOTAL COST $10,500.00		
PHASE II:	Equipment Cost	$ 9,100.00
	Material Cost	$37,447.35
	Labor Cost	$130,560.00
	Landscaping	$3,500.00
	Specialized woodwork	$6,000.00
	Specialized metalwork	$2,850.00
	Roofing	$21,250.00
	Painting	$11,500.00
	Masonry	$8,295.00
	Community Engagement/Programming	$1,800.00
	Administrative Cost	$9,450.00
	Builder's Profit	$19,791.00
PHASE II - TOTAL COST $261,543.35		
HERITAGE HOUSE RESTORATION PROJECT GRAND TOTAL		**$272,043.35**

Staff is requesting Mayor and Council authorization to accept the bid, and authorize the City Manger to enter into an agreement with P31 Development.

FISCAL IMPACT

Funds in the amount of **Two Hundred Thousand Dollars and Zero Cents ($200,000.00)** are available in account number 2800-540-M42-4332 (Other Structure & Improvements) and **One Hundred Twelve Thousand Eight Hundred Forty-Nine Dollars and Eighty-Five Cents ($112,849.85)** are available in account number 1004-600-000-4300 (Capital Outlay).

Account No.	Fund	Description	Amount
2800-540-M42-4332	CBDG	CDBG Program Activity	$200,000.00
1004-600-000-4300	Measure P	Capital Outlay	$72,043.35
1004-600-000-4300	Measure P	Capital Outlay - Contingency	$40,806.50
		TOTAL	**$312,849.85**

Funds not to exceed **Three Hundred Twelve Thousand Eight Hundred Forty-Nine Dollars and Eighty-Five Cents ($312,849.85)** are available in the FY 2024-2025 Budget to restore the Heritage House.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution accepting the bid and authorize the City Manager to enter into an agreement with P31 Development Corporation.

NEBRASKA JONES
GENERAL SERVICES DIRECTOR

APPROVED FOR FORWARDING

WILLIE A. HOPKINS, JR.
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ACCEPTING A BID AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICE AGREEMENT AND ESTABLISH A PURCHASE ORDER TO P31 DEVELOPMENT CORPORATION TO RESTORE THE HERITAGE HOUSE ($272,043.35)

WHEREAS, in 1869, A.R. Loomis built a two-bedroom home at 209 South Acacia Street in Compton, California; and

WHEREAS, the Heritage House is known as the oldest house in Compton, and on November 5, 1958, it was designated a California Historical Landmark No. 664; and

WHEREAS, in 1959, the City of Compton purchased the home and moved to the northwest corner of Willowbrook Avenue and Myrrh Street in Compton, California; and

WHEREAS over the years, the structure has deteriorated, and are in need of repair; and

WHEREAS, following input from the community, management identified the renovation of the Heritage House as a priority; and

WHEREAS, on May 9, 2023, the Mayor and City Council authorized resolution 25,830 adopting and authorizing the Annual Action Plan to the U.S. Department of Housing and Urban Development (HUD) and use of Funds for the Community Development Block Grant (CBDG); under Section 1, the City Council adopted funding recommendations, which included allocation of **Two Hundred Thousand Dollars and Zero Cents ($200,000.00)** for the Heritage House Restoration Project; and

WHEREAS, September 11, 2024, staff released a request for bids to seek proposals from qualified and experienced contractors to restore and preserve the historical significance of the Heritage House; which were advertised on the City website, Planet Bids and printed in the Compton Bulletin on September 11, 2024 and September 18, 2024; and

WHEREAS, on October 17, 2024, the City received a total of two (2) bids as follows:

Company	Amount
Aleph Building Construction	$271,000.00
P31 Development Corporation	$272,043.35

WHEREAS, on October 23, 2024, City staff reviewed the proposals and completed a thorough evaluation of potential contractors, staff has identified P31 Development Corporation as the most suitable candidate, whose proposal, while not the lowest-cost option, demonstrated a superior quality, and experience; and

WHEREAS, the Heritage House Restoration Project will be completed in two phases. Phase I, consists of Architectural Design and Engineering services, which will include historical research, narrative development, community engagement and programming; Phase II, consists of Construction and Construction Management; and

WHEREAS, P31 Development Corporation entire project cost is detailed as follows:

PHASE I:	Architecture and Engineering Services	$7,500.00
	Historical Preservation Management	$3,000.00
PHASE I - TOTAL COST $10,500.00		

PHASE II:	Equipment Cost	$ 9,100.00
	Material Cost	$37,447.35
	Labor Cost	$130,560.00
	Landscaping	$3,500.00
	Specialized woodwork	$6,000.00
	Specialized metalwork	$2,850.00
	Roofing	$21,250.00
	Painting	$11,500.00
	Masonry	$8,295.00
	Community Engagement/Programming	$1,800.00
	Administrative Cost	$9,450.00
	Builder's Profit	$19,791.00
PHASE II - TOTAL COST $261,543.35		
HERITAGE HOUSE RESTORATION PROJECT GRAND TOTAL		**$272,043.35**

WHEREAS, staff requests Mayor and Council authorization to accept the bid, and authorize the City Manager to enter into an agreement with P31 Development in the amount not to exceed **Two Hundred Seventy-Two Thousand Forty-Three Dollars and Thirty-Five Cents ($272,043.35)**; and

WHEREAS, to efficiently manage this project, staff requests an additional authorization for a 15% contingency in the amount not to exceed **Forty Thousand Eight Hundred Six Dollars and Fifty Cents ($40,806.50)**; and

WHEREAS, this project is being financed in part with Community Development Block Grant (CDBG) Funds from the U.S. Department of Housing and Urban Development in the amount of **Two Hundred Thousand Dollars and Zero Cents ($200,000.00)** and are available in the Grants Management Division Fiscal Year 2024-2025 budget in account number 2800-540-M42-4332 (Other Structure & Improvements); and

WHEREAS, the supplemental cost of **One Hundred Twelve Thousand Eight Hundred Forty-Nine Dollars and Eighty-Five Cents ($112,849.85)** are available in the General Services Fiscal Year 2024-2025 budget in account number 1004-600-000-4300 (Capital Outlay); and

WHEREAS, staff recommends that the City Council authorize the attached Resolution to be adopted for the hiring of P31 Development Corporation to provide architectural design, construction and construction management services for the Heritage House Restoration project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager is hereby authorized to enter into a professional service agreement with P31 Development Corporation and establish a purchase order in the amount not to exceed **Two Hundred Seventy-Two Thousand Forty-Three Dollars and Thirty-Five Cents ($272,043.35)** for professional design and construction management services.

SECTION 2. That the City Manager is authorized to establish a purchase order to P31 Development Corporation for a 15% contingency in the amount not to exceed **Forty Thousand Eight Hundred Six Dollars and Fifty Cents ($40,806.50).**

SECTION 3. That funds in the amount of **Two Hundred Thousand Dollars and Zero Cents ($200,000.00)** are available in the Grants Management Division Fiscal Year budget in account number 2800-540-M42-4332 (Other Structure & Improvements).

SECTION 4. That funds in the amount of **One Hundred Twelve Thousand Eight Hundred Forty-Nine Dollars and Eighty-Five Cents ($112,849.85)** are available in the General Services Department Fiscal Year budget in account number 1004-600-000-4300 (Capital Outlay).

SECTION 5. That funds in the amount not to exceed **Three Hundred Twelve Thousand Eight Hundred Forty-Nine Dollars and Eighty-Five Cents ($312,849.85)** are hereby authorized for the Heritage House Restoration Project.

SECTION 6. That a copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, Grants Division and the General Services Department.

SECTION 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

PROFESSIONAL SERVICES AGREEMENT
BETWEEN
CITY OF COMPTON
AND
P31 DEVELOPMENT CORPORATION

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON,** a municipal corporation of the State of California (hereinafter referred to as "**CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220 and **P31 Development Corporation** (hereinafter referred to as **"CONTRACTOR"**) located at 18000 Studebaker Road, Ste 700, Cerritos, California 90703 (each a "Party" and collectively, the "Parties").

RECITALS

WHEREAS, City has a need to employ the services of an experienced and professional contractor to restore the Heritage House located at 455 South Willowbrook Avenue, Compton, CA 90221; and

WHEREAS, the contractor warrants that it is specifically trained, experienced, competent, and has the resources to provide architectural, construction and construction management services required by this Agreement; and

WHEREAS, By **Resolution No**. *****, adopted on the *** day of *** **2024**, the City Council authorized the City Manager to enter into an agreement with **P31 Development Corporation**; and

WHEREAS, the contractor is willing to render such professional services subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, the Parties, for the consideration, terms and conditions herein described, mutually agree as follows:

AGREEMENT:

1. Services to be rendered by Contractor. It is the mutual understanding of the Parties that the contractor shall perform and be responsible for the restoration of the Heritage House located at 455 South Willowbrook Avenue, Compton, CA 90221.

Scope of Work:

PHASE 1: Architectural Design and Engineering Services – $10,500.00

Historical Research and Narrative Development

P31 Development Corporation will support the preservation of the house's material, structural, and aesthetic construction, while bolstering its sociocultural significance within the city.

P31 Development Corporation will specifically work to:

- Identify key materials, fixtures, and furnishings to preserve its architectural significance.
- Research noteworthy events and persons within the home.
- Assemble a historic narrative to situate the home within the City of Compton's wider history.

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Community Engagement and Programming

- Prior to beginning engagement, it is critical that the **P31 Development** identify and assess the target audiences and core user groups.
- **P31 Development** is to robustly engage the community using the following in-person and digital methods:
    - Research appropriate user group needs. (frequency of usage, times, distance of travel, age, gender, race, ethnicity, median household income, etc.)
    - Research and identify appropriate non-governmental, government, and commercial stakeholders.
    - Determine the most effective engagement strategies for direct communication with user groups. (In-person, websites, phone, intercept, etc.)
    - Prepare and host a listening session to receive initial community feedback.
    - Distribute an online survey to gather insights on community sentiments about the Heritage House alongside of personal narratives as it relates to the home's history.
    - Preparation of digital and printed presentation materials.
        - (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.)

PHASE 2: Construction and Construction Management - $261,543.35

Community Engagement and Programming

In conjunction with the preservation of the Heritage House, **P31 Development** will use the following in-person and digital engagement methods to refamiliarize the community to the project:

- Prepare and host a public presentation of the Heritage House and its preservation.
- Continue to collect response for the online survey.
- Preparation of digital and printed presentation materials.
    - (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.)
- Coordination of translation and ASL interpretation services as deemed necessary by the City.
- Completion of final engagement report that summarize findings for City and team review.

Project Identity and Environmental Graphics

P31 Development will develop a graphic identity to coincide with the preservation of the Heritage House. The branding and graphics could include the following:

- Graphic templates. (fonts, color schemes, formatting)
- Design of internal and external signage, wayfinding, and wall text.
- Drafting of historic narrative text for publication and display.
- Unification of printed and digital graphic identity in project messaging.

CONSTRUCTION SCOPE OF WORK:

Eastside of the Heritage House Scope of Work

- Remove and replace fascia with 1x6 Windsor fascia primed on both sides.
- Remove all siding so that the damage at the mud sill can be assessed and repaired, the east side of the house has the most mud sill damage, save siding where possible for reuse, following the historic preservation guidelines.
- Remove wood over brick veneer.
- Inspect for mud sill damage.
- Replace mud seal as needed.

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- Inspect studs while siding is removed and replaced as needed.
- Place Tyvek (home wrap) between studs and siding as a moisture barrier.
- Install Z bar flashing over brick veneer for water and moisture protect.
- Replace siding back to its original look 1x12 and 1x3, the historic preservation guidelines.
- Replace 1x6 and 2x4 redwood over the face and top of brick veneer.

South Side of the Heritage House Scope of Work

- Remove the existing porch and cover.
- Restore the front porch to its original state as possible.
- Construct Porch and cover following historic preservation guidelines.
- Porch railing construct using historic preservation guidelines.
- Construct steps leading up to the porch.
- Herringbone brick walkway will have to be removed due to the hazard leading up to the steps. The roots underneath the walkway will need to be removed and the walkway replaced back to its original look.
- Install Z bar flashing on top of brick veneer as added water and moisture protection.
- Remove existing 2x4 and 1x6 from top and face of brick veneer, inspect mud sill, replace mud as needed, replace 14 feet of 2x4 and 1x6 redwood on top and face of brick veneer.

West Side of the Heritage House Scope of Work

- Remove existing 1x6 fascia and replace with 1x6 Windsor fascia board primed on both sides.
- Remove 2x4 and 1x6 from on top and face of brick veneer to inspect if any damage to mud sill.
- Inspect for mud sill damage and replace as needed.
- Install Z bar for flashing over brick veneer for added water and moisture protection.
- Replace 2x4 and 1x6 redwood on top and face of brick veneer.
- Install pressure treated 4x6 rip down to the support lower 1x6 on the face of veneer to help stabilize 20 feet from south west corner.
- Replace 1x6 trim at corners of the house.

Northside Heritage House Scope of work

- Remove all wood siding and trim around windows. The northside has dry rot and termite damage.
- The existing siding was placed over the original siding, the original siding on the north side of the house has dry rot and termite damage.
- Inspect studs while the wall is open and replace as needed.
- Repair any mud sill problems.
- Install Tyvek for moisture barrier.
- Replace siding and trim around windows following historic preservation guidelines.
- Install Z bar flashing to brick veneer to help with the prevention of water and moisture damage.
- Install new 2x4 and 2x6 over brick veneer.
- Repair existing floor Joist under back door.
- Install threshold (wood) at bottom of wood rear door.
- Repair interior wood floor at rear door.
- Construct wood steps with landing (note: concrete pad is already in place.)
- Remove and replace fascia with new 1x4 and 1x6 Windsor fascia to the north side of the house.
- Rear steps remove deteriorated wood, joist, blocking and mud sill. Repair as needed. Construct new wood steps with landing and railing.
- **Note:** Concrete pad is already in place.

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Windows Scope of Work

Southside

- Remove the large window on the south side of the house.
- Replace with new wood frame with grids to match existing.
- Install a small glass pane in the window in the front porch area.

Northside

- Replace bottom sill plate of window
- Frame of window is to be replaced to new six pane frame with new glass
  - **Note:** The existing window grids are glued to a solid window
- Replace broken glass in the window on the west side of the rear door.

Westside

- Replace glass in window in front bedroom.
- Replace window sill West side window close to North end of house.

Eastside

- Replace one window sill.

Note: All windows need to be reglazed and repaired for sustainability

Masonry Scope of Work

- Walkway at the front porch and rear steps is a herringbone brick design that will be removed and replaced due to tree roots uplifting it causing it to be uneven, creating a hazard at steps. The walkway is to be replaced with original herringbone design.
- Walkway at rear is a herringbone brick design that will be removed and replaced due to being uneven creating a hazard at steps. The walkway is to be replaced with original herringbone design.

Roof Scope of Work

- Remove all existing shingles and roofing paper from the roof.
- Inspect roof for damaged members.
- Repair all damage, plywood or rafters once all damage has been repaired.
- Install new edge metal around the complete edge of the roof.
- Install 50-pound asphalt felt paper.
- Install any flashings as needed.
- Install shingles and ridge cap to come as close as possible to the existing shingle and ridge cap.

Exterior and Landscape Lighting

- This line item will be left open and will be chosen and approved by the City of Compton for the porch and landscape lighting.

Landscape Removal and Tree Trimming

- Remove shrubs in front of the porch on the south side of the house.
- Trim tree away from house on North and East side.

Electrical

- Remove all existing electrical that runs along the foundation.
- Reinstall after all wood work has been done.

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Exterior House Painting

- Remove unpainted items
- Scrape paint
- Clean house
- Caulk
- Prime complete outside of Heritage House
- Paint complete outside of Heritage House
- Paint all trim and details

*The City of Compton will approve the color match.

Exterior Doors

- Repair exterior doors as needed.
- Replace all hardware to assure doors are in good working.

The contractor acknowledges that in entering into this Agreement, the City is relying on the contractor's special skills and experience to perform the services in accordance with generally accepted standards of professional practice. While performing the services, Contractor agrees to perform all the said services and furnish all the necessary materials at its own cost and expense necessary to complete said services in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances and to the reasonable satisfaction of the City.

Contractor services hereunder shall be performed in good, workmanlike and professional manner. Contractor shall be responsible for correcting and completing all errors and omissions related to the services provided by the Contractor for this Agreement at no additional cost to the City. "Errors" and "Omissions" for purposes of this paragraph are defined to mean a failure by the Contractor to meet the standards of its profession as set forth in the preceding paragraph. The acceptance of the services by City does not release Contractor from these obligations.

Contractor will be responsible for employing or engaging all persons necessary to perform the services. All of Contractor's staff will be qualified by training and experience to perform their assigned tasks. Contractor will give its personal attention to the fulfillment of the provisions of this Agreement by all of its employees and sub-contractors, if any, and will keep the services under its control. On request of City, if any employee or sub-contractor of Contractor fails or refuses to carry out the provisions of this Agreement or appears to be incompetent or to act in a disorderly or improper manner, Contractor will discharge said employee or sub-contractor from performing services pursuant to provisions of this Agreement.

Beyonka Green-Ray, CEO of Contractor, shall be primarily responsible for representing Contractor in performance of this Agreement.

Nebraska Jones, Director of General Services, or his/her authorized designee, of the **General Services Department**, is hereby designated as the City's Representative for this Project/Agreement.

2. **Duration of Contract.** The Contractor shall commence services requested by the City on issuance of Notification to Proceed from the City to Contractor to perform, in a diligent and professional manner, those services requested and required pursuant to this Agreement and work must be completed by **February 1, 2024**.

Contractor will generally adhere to any schedule set forth by the City provided, that City will grant reasonable extensions of time for the performance of the services occasioned by unusually lengthy governmental reviews of Contractor's work product or other unavoidable delays occasioned by

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unforeseen circumstances; provided, further, that such unavoidable delay will not include strikes, lockouts, work stoppages, or other labor disturbances conducted by, or on behalf of, Contractor's officers or employees.

Contractor acknowledges the importance to City of City's schedule and agrees to put forth its best professional efforts to perform the services in a manner consistent with that schedule. City understands, however, that Contractor's performance must be governed by sound practices. Contractor will work such overtime or engage such personnel and equipment as necessary to maintain the schedule, without additional compensation.

3. Compensation. The method of payment for this Contract will be on a fee-for-service basis as specified within the Contractor's **"Quote/Proposal"** which is incorporated herein. The total price paid to the Contractor will include compensation for all work, including travel, materials, supplies, vendor services, expenses, and subcontracted work in the amount of **Two Hundred Seventy-Two Thousand Forty-Three Dollars and Thirty-Five Cents ($272,043.35).** No additional compensation will be paid to the Contractor unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Contractor and the City. Adjustment in the total compensation will not be effective until authorized and approved in writing by the Parties.

PHASE I:	Architecture and Engineering Services	$7,500.00
	Historical Preservation Management	$3,000.00
PHASE II:	Equipment Cost	$ 9,100.00
	Material Cost	$37,447.35
	Labor Cost	$130,560.00
	Landscaping	$3,500.00
	Specialized woodwork	$6,000.00
	Specialized metalwork	$2,850.00
	Roofing	$21,250.00
	Painting	$11,500.00
	Masonry	$8,295.00
	Community Engagement/Programming	$1,800.00
	Administrative Cost	$9,450.00
	Builder's Profit	$19,791.00
	TOTAL COST	**$272,043.35**

Invoices shall be submitted no later than 45 calendar days after the performance of work for which the Contractor is billing. Invoices shall detail the work performed on each task as applicable. Invoices shall be delivered or mailed to the **General Services Department** at the following address: City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.

In the event of termination, the Contractor shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any non-cancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Contractor's delivery to the City of any and all City property, documents, reports, records, materials and work product associated with the performance of this Agreement.

4. Ownership of Materials. All product produced by Contractor or its agents, employees, and subcontractors pursuant to this Agreement (the "Work Product") is the property of City. In the event this Agreement is terminated, all Work Product produced by Contractor or its agents, employees and

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subcontractors pursuant to this Agreement will be delivered to City pursuant to the termination clause of this Agreement.

The Work Product may be used by City and its agents, employees, representatives, and assigns, in whole or in part, or in modified form, for all purposes City may deem advisable, without further employment of or payment of any compensation to Contractor; provided, however, that if this Agreement is terminated for any reason prior to completion of the Project and if under such circumstances City uses, or engages the services of and directs another contractor to use the Work Product, City agrees to hold Contractor harmless from any and all liability, costs, and expenses relative to claims arising out of matters and/or events which occur subsequent to the termination of this Agreement as a result of causes other than the fault or negligence of Contractor, or anyone for whose acts it is responsible, in preparation of the Work Product. Contractor will not be responsible for deficiencies attributable to modifications of the Work Product performed by others, or that arise from use of the Documents in connection with a project or site other than that shown in the Work Product.

5. Independent Contractor Status. Contractor, its officers, employees, subcontractors, agents and volunteers (collectively hereinafter the "Contractor"), is a wholly independent Contractor and not an officer, employee, subcontractor or agent of the City of Compton, and is not authorized to act on behalf of the City. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Contractor, except as expressly set forth in this Contract. Contractor expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Contract that Contractor shall not at any time or in any manner, represent that Contractor is in any manner officers, employees, agents or volunteers, joint venture or partner of the City. Contractor shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Contractor expressly waives any claim to such rights. Contractor will not be eligible for any employee benefits, nor will City make deductions from any amounts payable to Contractor of taxes or insurance. All payroll and employment taxes, insurance, and benefits shall be the sole responsibility of Contractor. Contractor retains the right to provide services for others during the term of this Contract.

The payment(s) made to Contractor pursuant to the Agreement will be the full and complete compensation to which Contractor is entitled. City will not make any federal or state tax withholdings on behalf of Contractor or its agents, employees or subcontractors. City will not pay any workers' compensation insurance, retirement contributions or unemployment contributions on behalf of Contractor or its employees or subcontractors. Contractor agrees to indemnify and pay City within thirty (30) days for any tax, retirement contribution, social security, overtime payment, unemployment payment or workers' compensation payment which City may be required to make on behalf of Contractor or any agent, employee, or Contractor of Contractor for work done under this Agreement. At the City's election, City may deduct the amounts paid pursuant to this Section, from any balance owing to Contractor.

6. Successors, Assignment and Delegation. City and the Contractor each binds themselves, their partners, successors, assigns and legal representatives to the other hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in this Agreement.

The expertise and experience of Contractor are material considerations for this Agreement. Contractor shall not assign or transfer any interest in this Agreement or the performance of any of Contractor's obligations under this Agreement without the prior written consent of the City. Any attempted assignment or transfer of any of Contractor's rights, duties or obligations arising under this Agreement shall be null and void.

7. Nondiscriminatory Employment Practices. During the performance of this Agreement, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, sex, creed, color, religion, age, sexual orientation,

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marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Such actions shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees, applicants and subcontractors for employment, notices setting forth the provisions of this non-discrimination clause.

In the event of the Contractor's non-compliance with the non-discrimination clause of this Agreement, this Agreement may be immediately canceled, terminated or suspended in whole or in part.

8. Subcontracting. Contractor's services are unique and personal. Except as may be specified in Contractor's Proposal and agreed to by the City, Contractor will not subcontract any portion of the services without prior written approval of City Manager or his/her designee. If Contractor subcontracts any of the services, Contractor will be fully responsible to City for the negligent acts, errors and omissions of Contractor's subcontractor and of the persons either directly or indirectly employed by the subcontractor, as Contractor is for the negligent acts and omissions of persons directly employed by Contractor. Nothing contained in this Agreement will create any contractual relationship between any subcontractor of Contractor and City. Contractor will be responsible for payment of subcontractors. Contractor will bind every subcontractor and every subcontractor of a subcontractor by the terms of this Agreement applicable to Contractor's work unless specifically noted to the contrary in the subcontract and approved in writing by City.

9. Other Contractors. The City reserves the right to employ other Contractors in connection with the services.

10. Indemnification. Contractor shall indemnify and save harmless the City, its officials, officers, employees, agents and volunteers (collectively hereinafter the "City"), against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall indemnify and save the City from any and all liability and expense including reimbursement of reasonable defense costs and legal fees, and claims, demands, suits, actions or proceedings of any kind or nature, including Workers' Compensation claims, of or by anyone whomsoever to the extent resulting from or arising out of the negligent, reckless or willful misconduct for the Contractor, its officers, employees, sub-contractors, subcontractors or agents in the performance of the duties undertaken by Contractor pursuant to this Agreement.

This indemnification and hold harmless obligation does not extend to claims arising out of the negligence or willful misconduct of the City.

11. Insurance. Without limiting the Contractor's indemnification of the City, Contractor shall obtain and maintain, at its cost and expense, for the duration of the Agreement and any and all amendments, insurance against claims for injuries to persons or damage to property which may arise out of or in connection with performance of the services by Contractor or Contractor's agents, representatives, employees or subcontractors. The insurance will be obtained from an insurance carrier admitted and authorized to do business in the State of California. Such evidence shall specifically identify this Agreement and shall contain express conditions that the City is to be given written notice at least thirty (30) days in advance of any termination or implementation of a reduction of limits or material change of insurance coverage as specified herein. Failure on the part of the Contractor to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement. All insurance required hereunder shall be primary with respect to any insurance maintained by the City.

Coverage's and Limits. Contractor will maintain the types of coverage's and minimum limits indicated below, unless the Risk Manager or City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Contractor's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by

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Contractor pursuant to this Agreement are adequate to protect Contractor. The coverage will contain no special limitations on the scope of its protection to the below-designated insured's except for Workers Compensation and errors and omissions insurance. Contractor will obtain occurrence coverage, excluding Professional Liability, which will be written as claims-made coverage. If Contractor believes that any required insurance coverage is inadequate, Contractor will obtain such additional insurance coverage, as Contractor deems adequate, at Contractor's sole expense.

11.1 Commercial General Liability Insurance. $1,000,000 combined single-limit per occurrence for bodily injury, personal injury and property damage. If the submitted policies contain aggregate limits, general aggregate limits will apply separately to the work under this Agreement or the general aggregate will be twice the required per occurrence limit.

11.2 Workers' Compensation and Employer's Liability. Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of $1,000,000 per accident for bodily injury. Workers' Compensation and Employer's Liability insurance will not be required if Contractor has no employees and provides, to City's satisfaction, a declaration stating this.

11.3 Professional Liability. Errors and omissions liability appropriate to Contractor's profession with limits of not less than $1,000,000 per claim. The coverage shall also provide an extended two (2) year reporting period commencing upon termination or cancellation of this Agreement.

Endorsements. For Commercial General Liability Insurance, Contractor will ensure that the policies are endorsed to name the City of Compton and its respective elected and appointed officers, officials, employees, agents and volunteers as "additional insured's" with respect to liability arising out of the activities of the Contractor. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City. ***Prior to City's execution of this Agreement, Contractor will furnish certificates of insurance and endorsements to City.***

Waiver of Subrogation. The policies shall contain a waiver of subrogation for the benefit of City.

12. Permits and Licenses. Contractor, at its own expense, during the term of this Agreement, shall obtain and maintain all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by the Contractor. Upon execution of this Agreement, the Contractor shall show evidence of a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

13. Maintenance of Records. Contractor will maintain complete and accurate records with respect to costs incurred under this Agreement. All records will be clearly identifiable. Contractor will allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of records and any other documents created pursuant to this Agreement. Contractor will allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years, or longer if required by law, from the date of final payment under this Agreement.

14. Warranties. Contractor represents (i) that Contractor has no obligations, legal or otherwise, inconsistent with the terms of this Agreement or with Contractor's undertaking this relationship with City, (ii) will exercise the professional standard of care in the performance of the services called for by this Agreement not violate any applicable law, rule or regulation or any proprietary or other right of any third party, (iii) that Contractor will not use in the performance of his responsibilities under this Agreement any confidential information or trade secrets of any other person or entity and (iv) that Contractor has not knowingly entered into or will enter into any agreement (whether oral or written) in conflict with this Agreement.

15. General Compliance with Laws. Contractor will keep fully informed of federal, state and local laws and ordinances and regulations which in any manner affect those employed by Contractor, or in any way affect the performance of the services by Contractor. Contractor will at all times observe and comply with these laws, ordinances, and regulations and will be responsible for the compliance of the services

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with all applicable laws, ordinances and regulations. In the event the Contractor encounters any conflict between such laws and ordinances, Contractor shall notify the City in writing and the parties agree to work cooperatively to resolve the conflict.

16. Termination. In the event of the Contractor's failure to prosecute, deliver, or perform the services, after giving written notice of default and ten (10) days to correct the same, then, in addition to any other remedies, City may terminate this Agreement for nonperformance by notifying Contractor in writing. City will make a determination of fact based upon the work product delivered to City and of the percentage of work that Contractor has performed which is usable and of worth to City in having the Agreement completed. Based upon that finding City will determine the final payment of the Agreement. In the event City elects to terminate, City will have the right to immediate possession of all Work Product and work in progress prepared by Contractor, whether located at the project site, at Contractor's place of business, or at the offices of a sub-contractor.

The City's obligation is payable only from funds appropriated for the purpose of this Agreement. All funds for payments after the end of the current fiscal year are subject to the City's legislative appropriation for this purpose. In the event this Agreement extends into succeeding fiscal year periods and the City Council does not allocate sufficient funds for the next succeeding fiscal year payments, this Agreement shall terminate immediately upon written notice from the City.

Either Party, upon tendering ten (10) calendar days written notice to the other Party, may terminate this Agreement for convenience. In this event and upon request of City, Contractor will assemble the work product without charge and put it in order for proper filing and closing and deliver it to City. Contractor will be paid for work performed to the termination date; however, the total will not exceed the lump sum fee payable under this Agreement. City will make the final determination as to the portions of tasks completed and the compensation to be made.

17. Force Majeure. In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Contractor), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Agreement upon any event that renders performance impossible. In such case, City shall be responsible for payment of compensation for the reasonable value of services rendered to the point at which this Agreement is terminated, but in no event to exceed the total lump sum fee payable under this Agreement.

18. Covenants Against Contingent Fees. Contractor warrants that Contractor has not employed or retained any company or person, other than a bona fide employee working for Contractor, to solicit or secure this Agreement, and that Contractor has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

19. Certifications. The Contractor, under penalty of perjury, certifies that, except as noted below, he/she/it or any other person associated therewith in the capacity of owner, partner, director, officer, manager:

.a Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State or local agency; and
.b Has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State or local agency within the past 3 years; and
.c Does not have a proposed debarment pending; and

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.d Has not been indicted, convicted, or had a civil judgment rendered against him/her/it by a court of competent jurisdiction in any matter involving fraud or official misconduct in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property within the past 3 years; and

.e Are not presently indicted or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in the preceding paragraph; and

.f Have not had one or more public transactions (Federal, State or local) terminated for cause or default within the past 3 years.

If there are any exceptions to this certification, insert the exceptions in the following space.

[Supply exceptions on separate page]

For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

[Attach separate page]

These certifications are a material representation of fact upon which reliance was placed when this transaction was made or entered into. The above certifications are part of this Contract. Signing this Contract on the signature portion thereof shall also constitute signature of the above Certifications.

_____ _____

Beyonka Green-Ray, CEO **Date**

20. Jurisdiction, Venue and Governing Law. Any action at law or in equity brought by either of the Parties for the purpose of enforcing a right or rights provided for by this Agreement will be tried in a court of competent jurisdiction in the County of Los Angeles, State of California, and the Parties waive all provisions of law providing for a change of venue in these proceedings to any other county. This agreement will be governed by the laws of the State of California.

21. Testimony. Contractor will testify at City's request if litigation is brought against City in connection with Contractor's services under this agreement. Unless the action is brought by Contractor, or is based upon Contractor's actual or alleged negligence or other wrongdoing, City, upon prior written agreement with Contractor will compensate Contractor for time spent in preparation for testimony, testimony, and travel at Contractor's standard hourly rates at the time of actual testimony.

22. Waivers. The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment which may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

23. Authority. The individuals executing this Agreement and the instruments referenced in it on behalf of Contractor each represent and warrant that they have the legal power, right and actual authority to bind Contractor to the terms and conditions of this Agreement.

24. Severability. If any term, provision, condition or covenant of this Agreement or its application to any party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this Agreement, or the application of the term, provision, condition or covenant to persons or circumstances

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other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

25. Confidentiality. All documents, reports, information, data, and exhibits prepared or assembled by Contractor in connection with the performance of the Services pursuant to the Agreement are confidential until released by the City to the public, and the Contractor will not make any of these documents or information available to any individual or organization not employed by the Contractor or the City without the written consent of the City before any such release.

26. Amendments. This Agreement may be modified or amended only be written document executed by both Contractor and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

27. Entire Agreement. This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

28. Notices. Any notices required or permitted under this Agreement shall be effective when delivered in person; and effective one (1) business day after delivery by facsimile transmission; and effective five (5) days after mailing by U.S. Mail, postage prepaid and properly addressed as follows:

To Contractor:

P31 Development Corporation
18000 Studebaker Road, Ste 700,
Cerritos, California 90703
Attn: Beyonka Green-Ray, CEO
(800) 484-7315 Phone

To City:

City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: General Services Director
(310) 605-5519 | Email: !gs@comptoncity.org

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

30. Miscellaneous. No provision of this Agreement is to be interpreted for or against either party because that party or that party's legal representative drafted such provision.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

IN WITNESS WHEREOF, CONTRACTOR has executed this Agreement, and the **CITY**, by its City Manager, who is authorized to do so, has executed this Agreement.

P31 DEVELOPMENT CORPORATION

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CONTRACTOR

Dated: _____ **By** _____
Beyonka Green-Ray, CEO

CITY OF COMPTON

Approved by:

Dated: _____ **By** _____
Nebraska Jones, General Services Director

Dated: _____ **By** _____
Willie A. Hopkins, City Manager

Approved as to form:

By _____ **Dated:** _____
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By** _____
Vernell McDaniel, City Clerk

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Request for Bids (RFB)

Heritage House Restoration Project

P31 Development Corporation
enFOLD Collective
C. Cooke & Associates

City of Compton
Department of General Services

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Cover Letter

P31 Development Corporation
18000 Studebaker Rd, Ste 700
Cerritos, CA 90703
(800) 484-7315
contact@p31construction.com

October 17, 2024

City Clerk, City of Compton
Department of General Services
205 South Willowbrook Avenue
Compton, CA 90220

Subject: Proposal to Restore and Preserve the Heritage House

Dear Selection Committee,

P31 Development Corporation (P31) is honored to submit our proposal for the restoration and preservation of the City of Compton's Heritage House, located at 455 South Willowbrook Avenue. As a Compton-bred, woman- and minority-owned business with deep roots in the construction legacy of Los Angeles County, we are excited about the opportunity to contribute to this significant project. Our mission-driven approach to construction, combined with our history of excellence and professionalism, positions us as an ideal partner for the City of Compton in preserving this iconic landmark.

Founded on a legacy of craftsmanship and community service, dating back to 1976, P31 Development Corporation offers expertise in residential and commercial construction, renovation, remodeling, and electrical installations. Our extensive experience working with historical properties, along with our commitment to adhering to budgets and deadlines, makes us well-suited to handle the complexities of this restoration.

Our approach to the project will include thorough site assessment, careful selection of materials, and collaboration with local historians and preservation experts. This project will strictly adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Specifically, we will apply the Standards for Rehabilitation, ensuring that the Heritage House's unique architectural features and historical significance are preserved combined with our skills in wood frame construction and electrical systems to ensure the structure is updated to modern standards. Additionally, our team is skilled in managing historic preservation codes, reviews, and compliance, ensuring the project will meet all local, state, and national preservation guidelines.

In the first phase of the project, we will complete a comprehensive structural assessment, ensuring the building is stable and safe before any restoration begins. Concurrently, we will work to secure and preserve original architectural elements in an effort to showcase the home's material history. Where possible, we will salvage and restore original materials, utilizing artisans skilled in historical craftsmanship to maintain authenticity. Finally, our operations will be fully transparent, and we will work diligently to stay on time and within budget, delivering a high-quality result that reflects the City of Compton's shared vision for Heritage House.

P31 will collaborate with enFOLD Collective to offer a comprehensive approach to the restoration of

Heritage House. enFOLD Collective, a Black- and women-owned business, is committed to centering communities in design, preservation, and planning initiatives. We propose to engage enFOLD not only to lead community outreach efforts but also to identify and curate tailored programming that highlights the historical significance of Heritage House. Furthermore, enFOLD will develop a cohesive graphic identity and environmental graphics for the project, ensuring that the community is actively reintroduced to the space throughout the design, construction, and revitalization phases—ultimately fostering a renewed sense of connection and excitement around its role as a cultural landmark. At an additional cost, enFOLD can offer a supplementary scope of post-occupancy programming to further activate the project upon its completion. Additionally, P31 will work with trusted-partner and local architecture and structural engineering firm, C. Cooke & Associates to receive services regarding structural analysis, engineering, and architectural drawings, as necessary.

P31 Development Corporation is committed to upholding the City of Compton's aspiration and local, state, and national best practices for historic preservation. Our combined team, with its rich blend of construction experience, creative design process, historic preservation expertise, and community-focused engagement, is uniquely positioned to revive Heritage House – honoring the past while inspiring future generations to engage and further Compton's shared history.

Thank you for considering P31 Development Corporation and our wider team for this significant undertaking. We look forward to the opportunity to discuss how our team can bring the vision for the Heritage House to life and contribute to preserving Compton's history. If you have any questions about this proposal or require any additional information, please contact Beyonka Green-Ray at (714)724-2067 or at P31development@gmail.com.

Sincerely,

Beyonka Green-Ray
Partner | CEO
P31 Development Corporation

Donald Green
Partner | Construction Superintendent
P31 Development Corporation

Company Overview

P31 Development Corporation

P31 Development Corporation, a woman- and minority-owned company, is a trusted leader in residential and commercial construction, with deep roots in Los Angeles County's construction legacy. Founded on a strong foundation of excellence, professionalism, and transparency, we specialize in construction management, remodeling, renovation, electrical installations, and new builds. Our proven ability to deliver high-quality projects within budget has earned us a reputation for reliability, and we're expanding our services to include partnerships with city municipalities, educational institutions, and large commercial clients.

Our journey began on October 22, 1976, when John B. Green (#326761) established a masonry company focused on laying cement foundations. Building on this foundation, Harold Hawkins (#300521), a licensed Electrician and General Contractor, joined our family business, helping to shape the landscapes of Los Angeles County and beyond. Today, Donald E. Green, a retired Los Angeles City Fire Captain, Heavy Equipment Operator, and Contractor, continues this legacy. With over 50 years of construction experience and 35 years of public service with the Los Angeles City Fire Department, Donald now mentors the next generation of construction professionals, including his own children and grandchildren.

Under the leadership of CEO Beyonka Green-Ray, P31 Development Corporation (License #1102682) offers full-service residential and commercial construction, project management, housing advocacy, and trade mentoring. Beyonka brings a unique focus to the company's mission, overseeing construction projects, fostering community engagement, and guiding youth development through hands-on trade training and life-skills mentorship. Dedicated to addressing Los Angeles County's housing crisis, we not only build structures but also build connections—empowering communities and creating opportunities for future generations.

7623 S. Denker Ave

P31 Development Corporation
Los Angeles, CA
2023 | $235,000

Alice Inge purchased her home at 7623 S. Denker Ave in 1975. P31 Development Corporation was hired to preserve the home and restore its structural integrity. Upon completing the foundation work, we went on to fully renovate the interior. This home is now being utilized as safe, clean, and affordable housing in the City of Los Angeles. The rehabilitation project secured the house for future generations and her heirs to carry on the legacy of home ownership.

After: Floor Joist Repair

After: Floor Joist Repair

Before: Failing Floor Joist Structure

After: Stud Wall Reconstruction

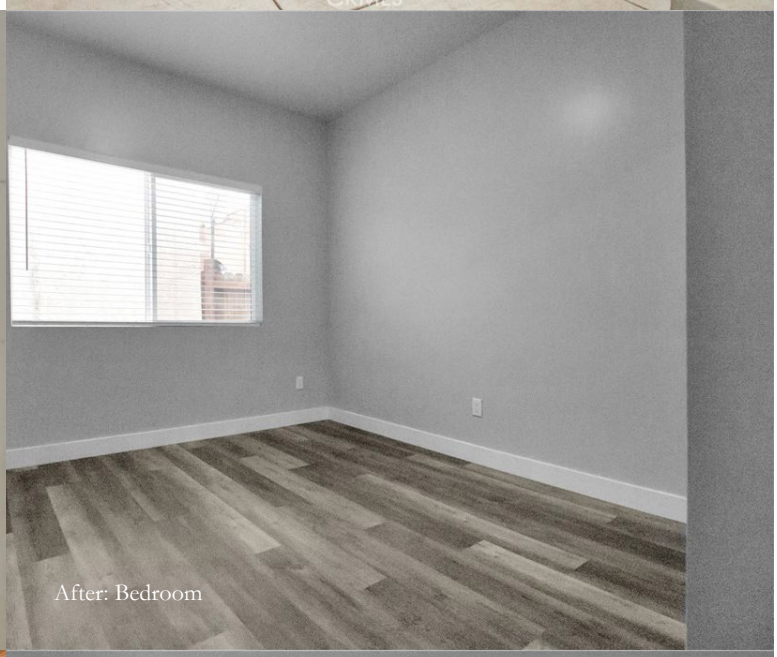
7625 S. Denker Ave

P31 Development Corporation
Los Angeles, CA
2023 | $435,000

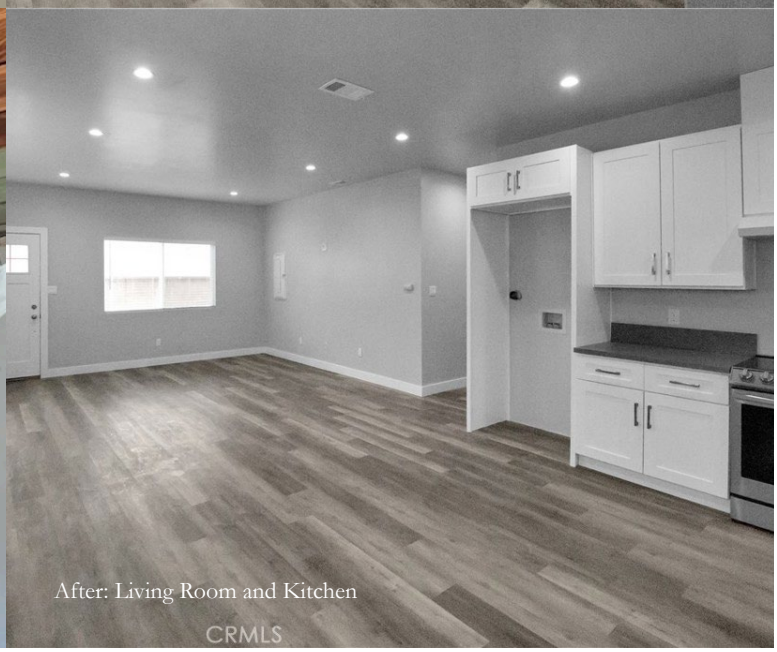
Due to the success of the rehabilitation at 7623 S. Denker, including staying within budget and on schedule, the client hired P31 to demolish and build a 4 bedroom, 2 bathroom house to expand their homeownership legacy. P31 managed the entire project, including plans, permits, managing all subcontractors to construct the foundation, MEP scope, interior finishes, driveway, and landscaping.

After: Facade

Before: Restroom


After: Bedroom

Before: Living Room Ceiling Rafter



After: Living Room and Kitchen

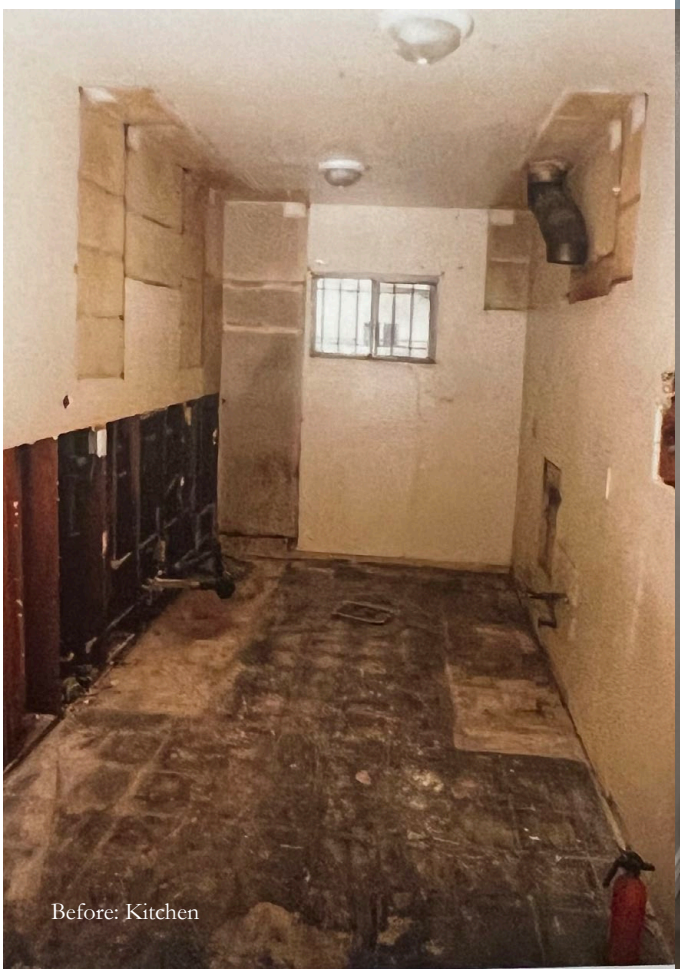
2505 W. Compton Blvd

P31 Development Corporation
Compton, CA
2019 | $230,000

Rehabilitation of a 4-unit residential apartment building in the heart of Compton. All kitchens, bathrooms, bedrooms, and living rooms were completely renovated. This is another legacy property sold from one generation to the next with the understood purpose of preserving more than a building, but the heritage of a community.

The owner of this project's parents and grandparents purchased real estate and also reside in the City of Compton. Our background and experience definitely qualified us to complete the project with excellence, but we were chosen because our mission and vision for our company aligned with the goals to preserve the legacy of this family through investing in Compton by "restoring the past while building the future!"

After: Facade


Before: Kitchen

After: Kitchen

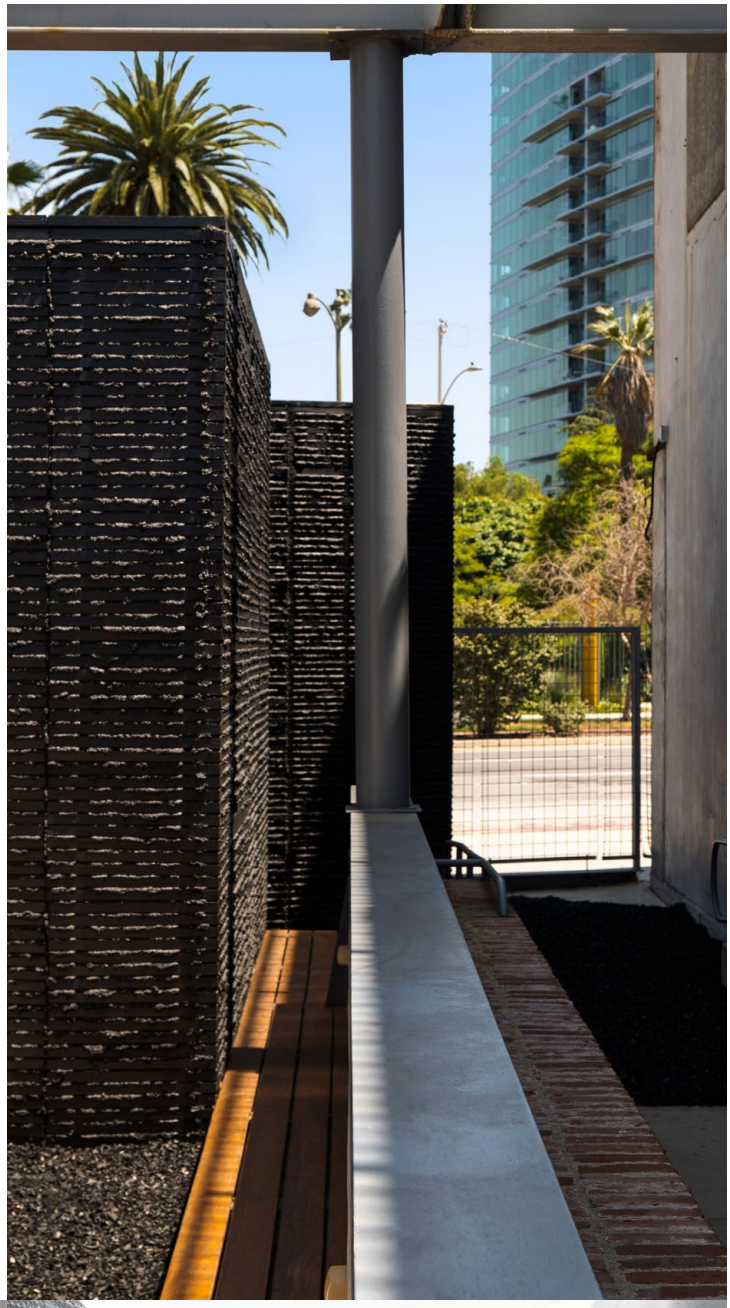
Black — Still

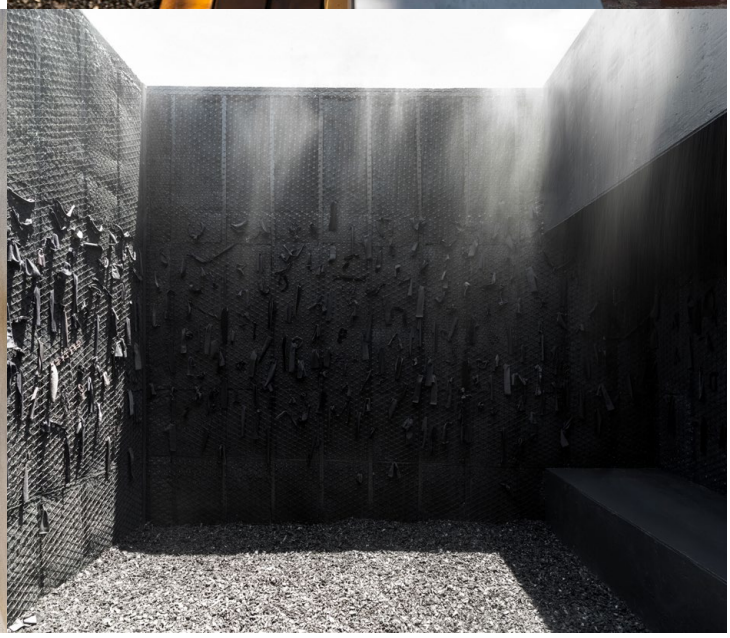
P31 Development and enFOLD Collective
M&A x Craft Contemporary
Los Angeles, CA
2023 | $40,000

Black — Still shapes a space of joyous contemplation and a posture towards a better future. Situated within the Craft Contemporary's courtyard, the reverential volumes are responsive to various obstacles on the ground and above. The prisms' glossy black finish evokes the tar running below the ground's surface, using the color black to frame an introspective space. Black is a subversion of traditional notions of calming environments, predicated on whiteness, in which black is celebrated as clean, pure, and good.

Upon approach, visitors enter a portal, an oblique gateway that provides a concealed approach to the installation. *Black — Still*'s volume invites users to enter the space for reflection, serving as a respite from the outside world. The prism is insulated, physically dampening the sounds around it. Visitors can more clearly hear their engagement with the space in each step taken and within themselves.

The interior promotes two lanes of vision, the introspective black interior and the contrasting painterly Los Angeles sky above. *Black — Still* shapes an outlet of reflexive meditation while encouraging a more optimistic path forward with greater self-awareness.





Photos courtesy of Sam Wadieh

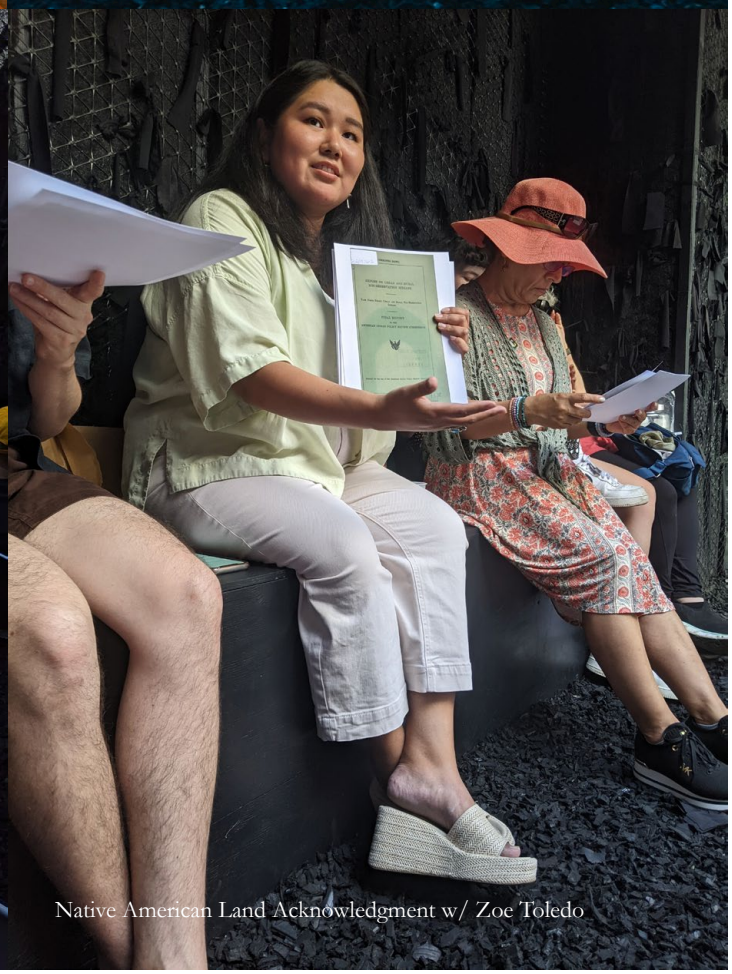
Black — Still Programming

Public wellness workshops critically activated *Black — Still*. They explored practices used to find stillness and healing, ranging from meditation to yoga, somatic movement to sound baths, from restorative justice to a tea ceremony. enFOLD organized programs using the following themes: movement, narratives, reflections, and restorations. Some of the programs were uplifting, others more sobering, but each resonated as a form of healing.

Tea Afar w/ April Banks

Deluge: Ambient and Experimental Music Performance Series

Meditation w/ Jylani Ma'at Azaan



Native American Land Acknowledgment w/ Zoe Toledo

Affirmations Workshop w/ Black Emotional and Mental Health Collective (BEAM)

Sound Bath w/ Dr. Kischa Campbell

Yoga w/ Sonya Om

Somatic Movement Workshop w/ Ajani Brannum

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Team Qualifications

P31 Development Corporation

Contractor | p31construction.com

Beyonka Green-Ray

Partner | CEO

b.ray@p31construction.com

Beyonka Green-Ray has been leading P31 Development Corporation since March of 2023. Beyonka has 27 years of experience in real estate property management and business management. Beyonka also has 15 years of experience as a community liaison and has been involved in construction and development for 7 years. Previously, she served as Construction Project Account Manager for Hawkins Construction from 2018 to 2023. Beyonka oversees construction operations and financial accounting management at P31 and seeks to continue her passion for developing and maintaining clean, safe, and affordable housing in Los Angeles County. Beyonka earned a Bachelor's of Science in Applied Psychology used to provide a flourishing work community for P31, while also providing supportive services and life-skills training for the community members residing in the units she builds.

Donald Green

Partner | Construction Superintendent

tractorman6245@yahoo.com

With 50 years of construction experience, Donald Green is a seasoned professional skilled at balancing historical authenticity with modern building requirements. His deep knowledge of structural integrity, safety protocols, and hands-on techniques is invaluable to new construction and restoration projects. Donald honed his leadership skills and commitment to public service through his distinguished 35-year career with the City of Los Angeles Fire Department, where he retired as a Captain. Passionate about mentorship, he passes on his craftsmanship to future generations, including his own family, ensuring the preservation of Los Angeles County's architectural heritage.

Anthony Ray

Partner | Business Manager

a.ray@p31construction.com

Anthony Ray is the Partner and Business Manager for P31 Development Corporation, specializing in seamless communication between clients, regulatory agencies, and construction teams. Anthony focuses on monitoring project costs, milestones, schedule efficiency, and KPIs. He is skilled in risk management, strategic and contingency planning, contract negotiations, and overseeing permits, ensuring that all projects are completed within budget, timelines, and to the highest quality standards. Anthony holds a Bachelor's of Science in Computer Information Systems, earned in 2012.

Jania Beverly

Operations Manager

j.beverly@p31construction.com

With 25 years of business management experience, Jania Beverly serves as the Operations Manager for P31 Development Corporation, overseeing the administrative aspects of day-to-day operations. She plays a significant role in project planning and scheduling, ensuring smooth execution across all phases. Additionally, she manages P31's marketing initiatives, working to maximize business performance and elevate the company's presence in the industry.

enFOLD Collective

Historic Preservation, Engagement, and Identity | enfoldcollective.com

Founded in 2021, enFOLD Collective has over 15 years of combined design experience in urban planning, architecture, public art, and design. At enFOLD, we value versatility and a keen eye for aesthetics, functionality, and accessibility. We have a commitment to creating immersive and engaging visual experiences across various mediums, from brand identity and architecture to environmental graphics and wayfinding solutions.

Throughout our careers we have worked on large-scale regional planning efforts, such as the LA River Master Plan, which necessitated wayfinding for a 51-mile network of parks, open space, and trails along the river's banks supporting complex programming and varying community needs, to smaller more intimate signage and wayfinding projects, such as signage for city development and public art projects.

No two enFOLD projects are alike. We express design through the individuality of place, seeking to elevate the unique character of each site we work within and the community we serve, spotlighting narratives of the people who make each place.

Megan Echols

Co-Founder | Historic Preservationist and Urban Planner
megan@enfoldcollective.com

Megan Echols is an urban planner and artist with a background in architecture and design. As an urban practitioner she worked in Florida's public sector for over 6 years. Megan is currently a community liaison for the Texas Historical Commission Main Street program, where she assists in preservation-based economic development in communities across Texas.

As a former planner for the City of Miami, she worked across various levels of planning by playing a role on the Art in Public Places Division, Urban Design Division, and worked on long- and short-range planning projects. Megan worked closely with the Urban Design Division on the development of the recently accepted Wynwood Norte Neighborhood Redevelopment District.

Dana McKinney White

Co-Founder |Architect and Urban Planner
dana@enfoldcollective.com

Dana is a passionate and motivated licensed architect and urban planner with 8+ years experience. She is dedicated to designing inspired and equitable environments, especially advocating for the heightened consideration of vulnerable and disenfranchised populations, including system-impacted communities, persons experiencing homelessness, and aging populations.

Prior to enFOLD, Dana worked at Gehry Partners, LLP, where her work focused on the LA River corridor. She assisted in the development of the LA River Master Plan, in which she designed technical solutions and drafted policies for stormwater management, increased open space, river-wide amenities, and affordable housing. She also worked on the Southeast Los Angeles (SELA) Cultural Center in South Gate, CA and Headworks, a park above Los Angeles's newest water reservoirs. Dana also serves as an Assistant Professor of Urban Design at the Harvard University Graduate School of Design teaching coursework on community engagement, data-driven approaches, and representation in urban design and planning, alongside history in real estate development.

C. Cooke & Associates

Architecture and Structural Engineering | cookeengineering.com

Conway C. Cooke, CEO, founded C. Cooke & Associates (C&A) over 40 years ago in 1977. Mr. Cooke received his Civil Engineering Degree from California State University of Los Angeles in 1960 and later obtained his California State registration in both Civil and Structural Engineer. Mr. Cooke worked for the City of Los Angeles and City of Compton as the Chief Building Official from 1968 through 1977. His daughter, Tina Wilson, later followed in his footsteps in 1997 when she became staff at C&A. Matthew Wilson, son of Tina Wilson and grandson of Conway Cooke, has now joined the team in 2017 keeping up with his family's legacy. C&A is a three-generation family-owned engineering company.

Tina Wilson
Administrator
cookeandassociates.eng@gmail.com

Special Requirements

Department of Consumer Affairs

CA State License Board "B" General Contractor License

STATE OF CALIFORNIA

CONTRACTORS STATE LICENSE BOARD

Pursuant to Chapter 9 of Division 3 of the Business and Professions Code
and the Rules and Regulations of the Contractors State License Board,
the Registrar of Contractors does hereby issue this license to:

P31 DEVELOPMENT CORPORATION

License Number 1102682

to engage in the business or act in the capacity of a contractor in the following classifications:

B - GENERAL BUILDING
C10 - ELECTRICAL

Witness my hand and seal this day,

March 21, 2023

Issued March 20, 2023

Mary T. Teichert, Board Chair

This license is the property of the Registrar of Contractors, is not transferable, and shall be returned to the Registrar upon demand when suspended, revoked, or invalidated for any reason. It becomes void if not renewed.

David R. Fogt, Registrar of Contractors

13L-24 (REV. 03/15)

AUDIT NO: 754646

Insurance

Business License Certificate and Certificate of Liability Insurance

THIS CERTIFICATE IS NON TRANSFERABLE
POST IN A CONSPICIOUS PLACE

CITY OF COMPTON BUSINESS LICENSE CERTIFICATE

BUSINESS LICENSE DIVISION ~ 205 S. WILLOWBROOK AVE, COMPTON, CA 90220 ~ (310) 605-5508

The below named license holder has paid a business license fee to engage in, carry on or conduct a business trade, calling, profession, exhibition or occupation coded below until this certificate expires. Granting of this license does not entitle the license holder to operate or maintain a business license in violation of any other law or ordinance. In addition this license is not transferable to any other party, and no refunds will be issued for the license once a certificate has been issued.

LICENSE NO:	BL24-001202	**EXPIRATION DATE:**	09/04/2025
BUSINESS:	P31 DEVELOPMENT CORPORATION	**ISSUE DATE:**	09/04/2024
LOCATION:	18000 STUDEBAKER RD	**OWNERSHIP TYPE:**	Corporation
OWNER NAME:	P31 DEVELOPMENT CORPORATION	**CLASSIFICATION:**	2361
MAILING ADDRESS:	18000 STUDEBAKER RD #700 CERRITOS, CA 90703	**DESCRIPTION:**	GENERAL CONTRACTOR - B
RESTRICTIONS:			

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 09/11/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Next First Insurance Agency, Inc. PO Box 60787 Palo Alto, CA 94306	PHONE (A/C, No, Ext): (855) 222-5919	FAX (A/C, No):
	E-MAIL ADDRESS: support@nextinsurance.com	

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A :	State National Insurance Company, Inc.	12831
INSURER B :	ACCREDITED SURETY AND CASUALTY COMPANY INC	26379
INSURER C :		
INSURER D :		
INSURER E :		
INSURER F :		

INSURED
P31 Development Corporation
18000 Studebaker Rd Ste 700
Cerritos, CA 90703

COVERAGES **CERTIFICATE NUMBER:** 764782504 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:	X		NXTJFC9RR9-00-GL	06/20/2024	06/20/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$1,000,000.00 $100,000.00 $15,000.00 $1,000,000.00 $2,000,000.00 $2,000,000.00
	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		1AUICA16015275800	06/22/2024	06/22/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

(1) the City, its directors, officials, officers, employees, agents and volunteers shall be covered as additional insureds with respect to liability arising from the work, services, project or operations performed by or on behalf of the Contractor, including materials, parts or equipment furnished in connection with such work, services, project or operations; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage.

CERTIFICATE HOLDER

CITY OF COMPTON
ATTN: GRANTS DIVISION
205 S Willowbrook Ave
Compton, CA 90220

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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References

Erica Maitland

Owner | 7623 S. Denker Ave., Los Angeles, CA 90047
erica.inge89@gmail.com
(661) 666-0379

2 dilapidated homes with an initial combined value of $750,000 were brought new life! Erica made a construction restoration investment in these properties and now holds over 2 million in real estate legacy. Erica's project expresses the heart and soul of our business. As a black female police officer for the Beverly Hills Police Department, Erica, is a witness daily to the disparities between the community she serves in vs. the one she grew up and still lives in. She felt it her duty to rehabilitate the home she grew up in as well as the one's she inherited as legacy properties. She chose our company because of our personal commitment to restoring the homes that have been passed down within our community and family legacy. Our relationship with this client serves to represent our mission-driven construction mindset. This project also reminds us why restoring the "first house built in Compton" along with telling its story, creates a bridge for current and future generations to understand the value of home ownership and the legacy that accompanies it.

Nandi Wiltz

Managing Broker
nandiwiltz@gmail.com
(310) 613-2437

A 4-unit residential property at 2505 W. Compton Blvd. Compton, Ca. 90220 was initially purchased in 1988 by the Cooper family and sold in September 2018, to a then 19-year-old Compton native and music artist, "Roddy Rich". He is publicly committed to telling the story of his heritage being from the City of Compton. He hired our company to provide the construction restoration needed for his real estate investment in his city. We worked closely with Building and Safety to adhere to all compliance and codes, completing the project within budget. He is a long-standing client of P31 Construction and Property Management Divisions, where we continue to this day providing safe, cleaning, and affordable housing units in the City of Compton. He is aware of the Heritage House Restoration and expressed interest in participating in its unveiling and future community events!

Kate Chiu

Materials & Applications (m_a) | Executive Director
kate@materialsandapplications.org
(703) 896-6648

Materials & Applications commissioned *Black — Still* for the second iteration of the M&A x Craft Contemporary Courtyard. Modeled after NY's MoMA PS1, the organization seeks to hire emerging design practices to design an installation and programming of the courtyard bordering Los Angeles' (LA) Wilshire Blvd. Alongside the design and construction of the installation, enFOLD Collective facilitated a longitudinal community engagement from the project's early ideation through its programming offered throughout the duration of the installation. The team made a concerted effort to represent and uplift LA's Black community, sourcing the talents of a Black, women-owned contracting company, Black architectural photographer, and collaborating with a host of Black wellness practitioners and Black-serving nonprofits to facilitate summer programming. As the Executive Director, Kate worked closely alongside P31 Development and enFOLD to support the project's development and provided institutional support to see its realization.

Cost Proposal

Heritage House Scope of Work

Eastside of the Heritage House Scope of Work

- Remove and replace fascia with 1x6 Windsor fascia primed on both sides.
- Remove all siding so that the damage at the mud sill can be assessed and repaired, the east side of the house has the most mud sill damage, save siding where possible for reuse, following the historic preservation guidelines.
- Remove wood over brick veneer.
- Inspect for mud sill damage.
- Replace mud seal as needed.
- Inspect studs while siding is removed and replaced as needed.
- Place Tyvek (home wrap) between studs and siding as a moisture barrier.
- Install Z bar flashing over brick veneer for water and moisture protect.
- Replace siding back to its original look 1x12 and 1x3, the historic preservation guidelines.
- Replace 1x6 and 2x4 redwood over the face and top of brick veneer.

South Side of the Heritage House Scope of Work

- Remove the existing porch and cover.
- Restore the front porch to its original state as possible.
- Construct Porch and cover following historic preservation guidelines.
- Porch railing construct using historic preservation guidelines.
- Construct steps leading up to the porch.
- Herringbone brick walkway will have to be removed due to the hazard leading up to the steps. The roots underneath the walkway will need to be removed and the walkway replaced back to its original look.
- Install Z bar flashing on top of brick veneer as added water and moisture protection.
- Remove existing 2x4 and 1x6 from top and face of brick veneer, inspect mud sill, replace mud as needed, replace 14 feet of 2x4 and 1x6 redwood on top and face of brick veneer.

West Side of the Heritage House Scope of Work

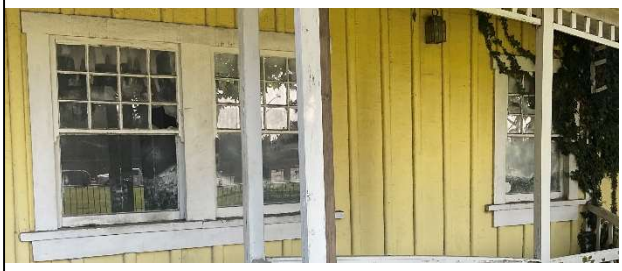
- Remove existing 1x6 fascia and replace with 1x6 Windsor fascia board primed on both sides.
- Remove 2x4 and 1x6 from on top and face of brick veneer to inspect if any damage to mud sill.
- Inspect for mud sill damage and replace as needed.
- Install Z bar for flashing over brick veneer for added water and moisture protection.
- Replace 2x4 and 1x6 redwood on top and face of brick veneer.
- Install pressure treated 4x6 rip down to the support lower 1x6 on the face of veneer to help stabilize 20 feet from south west corner.
- Replace 1x6 trim at corners of the house.

Northside Heritage House Scope of work

- Remove all wood siding and trim around windows. The northside has dry rot and termite damage.
- The existing siding was placed over the original siding, the original siding on the north side of the house has dry rot and termite damage.
- Inspect studs while the wall is open and replace as needed.
- Repair any mud sill problems.
- Install Tyvek for moisture barrier.
- Replace siding and trim around windows following historic preservation guidelines.
- Install Z bar flashing to brick veneer to help with the prevention of water and moisture damage.
- Install new 2x4 and 2x6 over brick veneer.
- Repair existing floor Joist under back door.
- Install threshold (wood) at bottom of wood rear door.
- Repair interior wood floor at rear door.
- Construct wood steps with landing (note: concrete pad is already in place.)
- Remove and replace fascia with new 1x4 and 1x6 Windsor fascia to the north side of the house.
- Rear steps remove deteriorated wood, joist, blocking and mud sill. Repair as needed. Construct new wood steps with landing and railing. Note: Concrete pad is already in place.

Windows Scope of Work

- **Southside**
  - Remove the large window on the south side of the house.
  - Replace with new wood frame with grids to match existing.
  - Install a small glass pane in the window in the front porch area.



- **Northside**
  - Replace bottom sill plate of window
  - Frame of window is to be replaced to new six pane frame with new glass (**Note:** the existing window grids are glued to a solid window)
  - Replace broken glass in the window on the west side of the rear door.

- **Westside**
  - Replace glass in window in front bedroom.
  - Replace window sill West side window close to North end of house.
- **Eastside**
  - Replace one window sill.

Note: All windows need to be reglazed and repaired for sustainability.

Masonry Scope of Work

- Walkway at the front porch and rear steps is a herringbone brick design that will be removed and replaced due to tree roots uplifting it causing it to be uneven, creating a hazard at steps. The walkway is to be replaced with original herringbone design.
- Walkway at rear is a herringbone brick design that will be removed and replaced due to being uneven creating a hazard at steps. The walkway is to be replaced with original herringbone design.

Roof Scope of Work

- Remove all existing shingles and roofing paper from the roof.
- Inspect roof for damaged members.
- Repair all damage, plywood or rafters once all damage has been repaired.
- Install new edge metal around the complete edge of the roof.
- Install 50 pound asphalt felt paper.
- Install any flashings as needed.
- Install shingles and ridge cap to come as close as possible to the existing shingle and ridge cap.

Exterior and Landscape Lighting

- This line item will be left open and will be chosen and approved by the City of Compton for the porch and landscape lighting.

Landscape Removal and Tree Trimming

- Remove shrubs in front of the porch on the south side of the house.
- Trim tree away from house on North and East side with instruction from the City of Compton.

Electrical

- Remove all existing electrical that runs along the foundation.
- Reinstall after all wood work has been done.

Heritage House Scope of Work cont.

Foundation

- Foundation around the house appears to be in great condition and needs no attention at this time.
- Foundation in the front porch area appears to be in great condition and needs no attention at this time.

Exterior House Painting

- Remove unpainted items
- Scrape paint
- Clean house
- Caulk
- Prime complete outside of Heritage House
- Paint complete outside of Heritage House
- Paint all trim and details
- The City of Compton will be included in the color match

Termite Treatment

- P31 Construction recommends that the Heritage House be treated for termites, once the project has been completed. This treatment is not included in this bid.

Exterior Doors

- Repair exterior doors as needed. Replace all hardware to assure doors are in good working.

18000 Studebaker Rd Ste 700 • Cerritos, CA 90703-2684 • Phone: 800-484-7315

City Clerk, City of Compton
Phone: 3106505519
Cell: +13106507420

205 S Willowbrook Ave
Compton, CA 90220

Job Address:
455 South Willowbrook Ave.
Compton, CA 90220

Print Date: 10-17-2024

Proposal for Heritage House Restoration

Thank you, City of Compton, for the opportunity to submit our bid for the preservation and restoration of Heritage House. P31 Construction is committed to delivering superior craftsmanship, unparalleled service, and transparent pricing. We understand the critical nature of this project and are prepared to exceed your expectations.

PHASE I: DESIGN SERVICES

PHASE I: DESIGN SERVICES

Architecture and Engineering Services

Restore the front porch to its original state or keep it close to the original. Final design and preparation of construction drawings may be required, including architectural, structural, electrical, and all specialties.

Items	Description	Price
Design 1051 - Designer	Develop initial design that reflects rehabilitation standards and restores home to original state.	$2,500.00
Architectural Drawings 1150 - Blueprints	Comprehensive plans and specifications required for construction and adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties.	$3,000.00
Engineering 1100 - Engineering Fees	Provide structural, mechanical, electrical, and plumbing engineering services, ensuring all systems are integrated seamlessly into the architectural design.	$2,000.00
Architecture and Engineering Services Total:		**$7,500.00**

PHASE I: DESIGN SERVICES

Historical Preservation Management

Guidance for the processes and strategies used to protect, conserve, and promote the significance of this cultural heritage site. Goal of maintaining the integrity and authenticity of this historical resource for current and future generations while also allowing for appropriate use and interpretation.

Items	Description	Price
Historical Research & Narrative Development 1210 - Historical Preservation	Identify key materials, fixtures, and furnishings to preserve its architectural significance. Research noteworthy events and persons associated with the home. Assemble a historic narrative to situate the home within the City of Compton's wider history.	$2,000.00
Community Engagement and Programming 1210 - Historical Preservation	Research appropriate user group needs (frequency of usage, times, distance of travel, age, gender, race, ethnicity, median household income, etc.). Research and identify appropriate non-governmental, government, and commercial stakeholders. Determine the most effective engagement strategies for direct communication with user groups (In-person, websites, phone, intercept, etc.). Prepare and host a listening session to receive initial community feedback. Distribute an online survey to gather insights on community sentiments about the Heritage House alongside of personal narratives as it relates to the home's history. Preparation of digital and printed presentation materials (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.)	$1,000.00
Historical Preservation Management Total:		**$3,000.00**

PHASE I: DESIGN SERVICES Total: **$10,500.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Dedicated Field Crew under the Supervision of Construction Superintendent; Committed office staff managing project timelines, schedule meetings, and facilitates communication between clients, architects, engineers, contractors, ensuring everyone stays aligned throughout the project lifecycle. Collaborative historical preservation management team.

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Equipment Cost

Logistical and rental cost for machinery and tools.

Items	Description	Price
1950 - Tool & Equipment Rental	Skid Steer & Misc	$1,700.00
1850 - Dump Fees		$2,200.00
1860 - Truck and Dump trailer		$5,200.00
Equipment Cost Total:		**$9,100.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Material Costs

Items	Description	Price
5010 - Siding Material	A-CLR RWB Bevel Siding	$3,483.00
5010 - Siding Material	CLR 'A' RWD 2 X 4 X 10	$1,271.99
5010 - Siding Material	CLR 'A' RWD 2 X 12 X 10	$6,255.23
3625 - Fascia Materials	Windsor ONE 1 X 6 SS1S2E	$744.90
3625 - Fascia Materials	Windsor ONE 1 X 4 SS1S2E	$501.89
3625 - Fascia Materials	Windsor ONE 2 X 4 SS1S2E	$1,017.25
3625 - Fascia Materials	Windsor ONE 2 X 6 SS1S2E	$1,561.79
3750 - Tyvek Homewrap	9' X 100' -RL	$449.98
3752 - Tyvek Tape	3" X 164' nom.	$77.48
3250 - Deck/Porch Material	A - CLR RWD T&G 270 1 X 6	$2,634.86
3250 - Deck/Porch Material	A - CLR RWD T&G 240 1 X 4	$4,113.80
3250 - Deck/Porch Material	CLR 'A' RWD 1 X 4 X 10	$811.79
3250 - Deck/Porch Material	CLR 'A' RWD 1 X 8 X 10	$527.36
3250 - Deck/Porch Material	CLR 'A' RWD 1 X 6 X 10	$876.15
3250 - Deck/Porch Material	CLR 'A' RWD 1 X 4 X 12	$586.99
3250 - Deck/Porch Material	1 - 1/4 X 7 1/8 R/OAK SILL	$329.85
3250 - Deck/Porch Material	1 X 6 X 10 A-CLR RWD T&G	$536.74
3250 - Deck/Porch Material	2 X 10 X 10 #2 DF	$482.45

Items	Description	Price
3250 - Deck/Porch Material	4 x 8 x 19/32 PLYWOOD SHEATHING	$432.80
3250 - Deck/Porch Material	4 x 8 x 15/37 PLYWOOD SHEATHING	$206.40
3250 - Deck/Porch Material	2 X 6 X 8 #2 DF	$402.00
3250 - Deck/Porch Material	2 X 6 X 12 #2 DF	$63.45
3250 - Deck/Porch Material	2 X 8 X 16 #2 DF	$120.33
3250 - Deck/Porch Material	1 X 3 X 12	$1,173.98
4500 - Electrical Fixtures	Approved light fixtures chosen by the city of Compton for porch area (this price is an allowance)	$750.00
4535 - Electrical Landscape Lightening	Approximately 8 landscape lightening fixtures	$4,000.00
1009 Taxes on Materials		$3,039.89
Procurement 1005 Materials Procurement	Procurement and Delivery of Materials to Job Site	$995.00
Material Costs Total:		**$37,447.35**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Labor Costs

Wages for Supervision and construction workers

Items	Description	Price
2000 - Labor	Direct labor cost for meticulous restorative construction work including front and back porch, all siding, fascia and misc.	$130,560.00
Labor Costs Total:		**$130,560.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Landscaping

Items	Description	Price
7010 - Landscaping	Remove shrubs in front of the porch on the south side of the house. Trim tree away from house on North and East side with instruction from the City of Compton.	$3,500.00
Landscaping Total:		**$3,500.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Specialized Woodwork

Items	Description	Price
Customized Decor Milling Work 3425 - Milling	Windows, Porch area section: special wood cuts and designs to match existing (includes glass replacement in special milled frames)	$6,000.00
Specialized Woodwork Total:		**$6,000.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Specialized Metalwork

Items	Description	Price
3510 Sheet Metal Work	Install Z bar flashing to brick veneer; Water and moisture damage prevention.	$2,850.00
Specialized Metalwork Total:		**$2,850.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Roofing

Items	Description	Price
Roof 3520 - Complete Roof Replacement	Remove all existing shingles and roofing paper from the roof. Inspect roof for damaged members. Repair all damage, plywood or rafters once all damage has been repaired. Install new edge metal around the complete edge of the roof. Install 50 pound asphalt felt paper. Install any flashings needed. Install shingles and ridge cap to come as close as possible to the existing shingle and ridge cap. (Materials and Labor included)	$21,250.00
Roofing Total:		**$21,250.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Painting

Items	Description	Price
Exterior Painting 5550 - Painting	Remove unpainted items; Scrape paint; Clean outside of Heritage House; Caulk; Prime complete outside of Heritage House; Paint complete outside of Heritage House; Paint all trim and details. The City of Compton will be included in the color match. (Materials and Labor included)	$11,500.00
Painting Total:		**$11,500.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Masonry

Items	Description	Price
2140 - Concrete/Foundation Equipment Usage	Cement Pump	$650.00
2008 - Spec Mix		$225.00
2002 - Concrete Walkway Install Labor		$5,200.00
2007 - Concrete		$1,400.00
2275 - Brick		$820.00
Masonry Total:		**$8,295.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT

Historical Preservation Management/Community Engagement

Guidance for the processes and strategies used to protect, conserve, and promote the significance of this cultural heritage site. Goal of maintaining the integrity and authenticity of this historical resource for current and future generations while also allowing for appropriate use and interpretation.

Items	Description	Price
Community Engagement and Programming 1210 - Historical Preservation	Prepare and host a public presentation of the Heritage House and its preservation. Continue to collect response for the online survey. Preparation of digital and printed presentation materials (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.). Coordination of translation and ASL interpretation services as deemed necessary by Client. Completion of final engagement report that summarize findings for Client and team review	$1,000.00
Project Identity and Environmental Graphics 1210 - Historical Preservation	Graphic templates (fonts, color schemes, formatting). Design of internal and external signage, wayfinding, and wall text. Drafting of historic narrative text for publication and display. Unification of printed and digital graphic identity in project messaging.	$800.00
Historical Preservation Management/Community Engagement Total:		**$1,800.00**

Phase II: CONSTRUCTION & CONSTRUCTION MANAGEMENT Total: $232,302.35

Administrative Cost

Items	Description	Price
1000 Construction Project Management	Project oversight from inception to completion, coordinating between clients, contractors, architects, engineers, preservationist and other stakeholders to ensure timely delivery and budget adherence.	$7,500.00
1007 - Builder's Overhead	City Licensing, General Liability & Course of Construction Insurance	$1,950.00

Administrative Cost Total: $9,450.00

Builder's Profit

Items	Description	Price
1010 - Profit/Loss	Reasonable profit margin for excellent service to support the long-term sustainability and growth of our company.	$19,791.00

Builder's Profit Total: $19,791.00

Total Price: $272,043.35

We are confident that our proposal offers the best combination of quality, value, and service. We are looking forward to the opportunity to demonstrate our commitment to excellence on this project. Please feel free to contact us with any questions or to discuss any aspect of this proposal. We are here to ensure that every detail meets your expectations.

This bid is valid until December 31, 2024.

Payment Schedule: No money up front; Billing in 30 day cycles for completed work.

Thank you for considering P31 Construction as your trusted partner for this important historical project.

enFOLD Collective
Scope of Services

Phase I | Architectural Design and Engineering Services

Historical Research and Narrative Development

Our team is committed to showcasing the Heritage House as a fixture within Compton's built history. We will support P31 Development Corporation in preserving the house's material, structural, and aesthetic construction, while bolstering its sociocultural significance within the city. enFOLD will specifically work to:

- Identify key materials, fixtures, and furnishings to preserve its architectural significance
- Research noteworthy events and persons within the home
- Assemble a historic narrative to situate the home within the City of Compton's wider history

Community Engagement and Programming

Prior to beginning engagement, it is critical that the team identify and assess the target audiences and core user groups. To robustly engage the community and meet people where they are, we propose using the following in-person and digital methods:

- Research appropriate user group needs (frequency of usage, times, distance of travel, age, gender, race, ethnicity, median household income, etc.)
- Research and identify appropriate non-governmental, government, and commercial stakeholders
- Determine the most effective engagement strategies for direct communication with user groups (In-person, websites, phone, intercept, etc.)
- Prepare and host a listening session to receive initial community feedback
- Distribute an online survey to gather insights on community sentiments about the Heritage House alongside of personal narratives as it relates to the home's history
- Preparation of digital and printed presentation materials (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.)

Phase II | Construction and Construction Management

Community Engagement and Programming

In conjunction with the preservation of the Heritage House, we propose using the following in-person and digital engagement methods to refamiliarize the community to the project:

- Prepare and host a public presentation of the Heritage House and its preservation
- Continue to collect response for the online survey
- Preparation of digital and printed presentation materials (PowerPoint presentations, signage, and flyers with QR code to the online survey, etc.)
- Coordination of translation and ASL interpretation services as deemed necessary by Client
- Completion of final engagement report that summarize findings for Client and team review

Project Identity and Environmental Graphics

enFOLD Collective will develop a graphic identity to coincide with the preservation of the Heritage House. The branding and graphics could include the following:

- Graphic templates (fonts, color schemes, formatting)
- Design of internal and external signage, wayfinding, and wall text
- Drafting of historic narrative text for publication and display
- Unification of printed and digital graphic identity in project messaging

Fee Structure

Our services will be provided on a timely basis in accordance with the project schedule as determined by the Client. The team will be compensated on an hourly basis for all tasks associated with the services in the scope of services. Please note that the rates below are subject to adjustment once a year on January 1.

enFOLD Collective's Schedule of Hourly Rates ($ USD) - 2024

Megan Echols: $100.00 per hour
Dana McKinney White: $100.00 per hour
Staff*: $75.00 per hour

**We do not currently anticipate bringing on an additional staffer for this project. All estimated fees are calculated with Megan Echols and Dana McKinney White's hourly rates.*

The Project Team will submit invoices to the Client on a monthly basis denoting the tasks completed and their associated hours.

Estimated Fees by Phase

Phase	Hours	Subtotal
Phase 1 | Architectural Design and Engineering Services		
Historical Research and Narrative Development	20	$2,000.00
Community Engagement and Programming	10	$1,000.00
Phase II | Construction and Construction Management		
Community Engagement and Programming	10	$1,000.00
Project Identity and Environmental Graphics	8	$800.00
Phase I and II Total		**$4,800.00**

Supplementary Services

Post-Occupancy Programming

To ensure the ongoing success of the Heritage House, enFOLD Collective would work with the City of Compton to develop a series of programming to activate the project upon its completion. Programming could include activities such as:

- Compton history tours
- Book readings and poetry nights
- Construction arts, furniture, and crafts workshops
- Community meals
- Youth programming

Supplementary Services	Hours	Subtotal
Post-Occupancy Programming	20	$2,000.00
Supplementary Services Total		**$2,000.00**

Additional Services

For any additional services rendered beyond the scope proposed, including but not limited to the items listed below, enFOLD Collective will be compensated for the services identified below on an hourly basis or as negotiated otherwise.

- Any work occasioned by significant changes to the project budget, schedule, size, or complexity
- Any work occasioned by changes to the Scope of Services above
- Any work occasioned by changes in the instructions or approvals given by the Client that necessitates significant revision
- Upon Client review and approval, all fees related to engagement consulting and supportive design services rendered are to be reimbursed
- Coordination of translation and ASL interpretation services as deemed necessary by Client

Reimbursable Expenses

- Printing and physical production of engagement materials
- Travel expenses, i.e., flights, train, car rental lodging, etc., as approved by Client
- Automobile mileage at $0.655 per mile
- Postage, delivery, and messenger services
- Other expenses as approved by Client

P31 Construction
PURPOSE DRIVEN BUILDING

November 12, 2024

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING CHAPTER XII OF THE COMPTON MUNICIPAL CODE TO AMEND SECTION 12-5 ESTABLISHING SPEED LIMITS IN CERTAIN ZONES IN THE CITY OF COMPTON.**

SUMMARY

The City Council will consider adopting an Ordinance that will amend Chapter XII of the Compton Municipal Code to amend Section 12-5 to establish prima facie speed limits in certain zones in the City of Compton in accordance with state law.

BACKGROUND

Section 21 of the California Vehicle Code ("Code") declares that except as otherwise expressly provided, the provisions of this code are applicable and uniform throughout the state and in all counties and municipalities therein, and a local authority shall not enact or enforce any ordinance or resolution on the matters covered by this code, including ordinances or resolutions that establish regulations or procedures for, or assess a fine, penalty, assessment, or fee for a violation of, matters covered by this code, unless expressly authorized by this code.

Section 22352 of the Code establishes a prima facie speed limit of 25 miles per hour on any highway other than a state highway, in any business or residence district. However, whenever a local authority determines based on an Engineering and Traffic Survey that a speed greater than 25 miles per hour would facilitate the orderly movement of traffic and would be reasonable and safe on a street, other than a state highway.

Section 22357 of the Code explicitly authorizes a local authority by ordinance to determine and declare a prima facie speed limit of 30 miles per hour to a maximum speed limit of 65 miles per hour. The higher prima facie speed limit established by the local authority shall not become effective until signs giving notice of the prima facie speed limit are erected on the affected street(s).

STATEMENT OF ISSUE

The Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Compton. This E&T survey presents recommended speed limits for 70 street segments in the City of Compton.

Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. Historically, these surveys must be updated 7 to 10 years to ensure the speeds reflect current conditions.

The Engineering and Traffic Survey are prepared under the direction of the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manuel on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 2024.

Assembly Bill No. 43 (AB43), signed in October 2021, has given local agencies leeway to lower and maintain speed limits. The California Vehicle Code was amended in 2022 and the California MUTCD was amended in March 2023 to implement laws and guidelines with the changes set forth in AB 43. There were three major changes to how speed limits can be recommended under AB 43 as follows:

1. An Engineering and Traffic Survey conducted more than 7 years ago may be extended to 14 years (previously to 10 years) if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)II].

2. A local authority may establish and designate safety corridors throughout their jurisdiction. The local authority may recommend a speed limit with an additional five miles per hour reduction on segments designated as safety corridors. Local authorities may not lower a speed limit under this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide, whichever is sooner.

3. If a local authority, after completing an Engineering and Traffic Survey, finds that the speed limit is still reasonable or safe, the local authority may retain the current speed limit or restore the immediate prior speed limit if that speed limit was established with an Engineering and Traffic Survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The Engineering and Traffic Surveys for the City of Compton were conducted in accordance with procedures outlined in the California MUTCD and an Engineering and Traffic Survey requested by Section 627 of the CVC. The Code further describes three elements of an Engineering and Traffic Survey:

1. Measurement of prevailing speed

2. Accident history

3. Roadway characteristics not readily apparent to the motorist

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

The California MUTCD specifies the methodology to be used for completing Engineering and Traffic Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. A speed limit is established in the three options below:

Closest to 85th Percentile Speed - a speed limit is established at the nearest 5-mile per hour increment to the 85th percentile speed.

California MUTCD Option 2 - for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

Reduction using Segments with Special Conditions - for cases in which the nearest 5 mph increment of the 85th percentile speed would require rounding down, the posted speed may be reduced by an additional 5 mph from the nearest 5 mph increment of the 85th percentile speed, in compliance with CVC Section 627 and 22358.5.

If the speed limit to be posted has had the 5 mph reduction applied, an Engineering and Traffic Survey shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5.

The last Engineering and Traffic Survey was conducted on behalf of the City on April 28, 2016 and adopted by the Council on November 14, 2017 pursuant to Ordinance No. 2,294.

On September 5, 2023, pursuant to Resolution No. 25,891, City Council authorized the City Manager to enter into a professional services agreement with Willdan Engineering to perform an Engineering and Traffic Study. Willdan performed the survey on May 29, 2024 and provided the following recommendations for consideration:

ENGINEERING AND TRAFFIC SURVEY – STREET SEGMENTS

NO.	STREET	FROM	TO	POSTED	PROPOSED
1	EAST ALAMEDA STREET	AUTO DRIVE	GREENLEAF BOULEVARD	35	**35**
2	EAST ALAMEDA STREET	GREENLEAF BOULEVARD	COMPTON BOULEVARD	35	**35**
3	EAST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	35	**35**
4	EAST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	40	**35**
5	WEST ALAMEDA STREET	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	40	**40**
6	WEST ALAMEDA STREET	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	40	**40**
7	WEST ALAMEDA STREET	ALONDRA BOULEVARD	COMPTON BOULEVARD	40	**40**
8	WEST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	40	**40**
9	WEST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	45	**40**
10	ALONDRA BOULEVARD	WEST CITY LIMIT	WILMINGTON AVENUE	40	**40**
11	ALONDRA BOULEVARD	WILMINGTON AVENUE	ALAMEDA STREET	40	**40**
12	ALONDRA BOULEVARD	ALAMEDA STREET	LONG BEACH BOULEVARD	40	**40**
13	ALONDRA BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	40	**40**
14	APRA STREET	VICTORIA STREET	ACACIA AVENUE	45	**40**
15	ARTESIA BOULEVARD (EB)	CENTRAL AVENUE	ACACIA AVENUE	45	**45**
16	ARTESIA	CENTRAL AVENUE	ACACIA AVENUE	45	**45**

NO.	STREET	FROM	TO	POSTED	PROPOSED
	BOULEVARD (WB)				
17	ARTESIA BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	45	**40**
18	ARTESIA BOULEVARD	SANTA FE AVENUE	SUSANA ROAD/ HARBOR DRIVE	45	**40**
19	ATLANTIC AVENUE	ALONDRA BOULEVARD	SOUTH CITY LIMIT	35	**35**
20	BRADFIELD AVENUE	ROSECRANS AVENUE	COMPTON BOULEVARD	30	**30**
21	BULLIS ROAD	COMPTON BOULEVARD	ROSECRANS AVENUE	30	**35**
22	BULLIS ROAD	ROSECRANS AVENUR	NORTH CITY LIMITS	30	**30**
23	CENTRAL AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	40	**40**
24	CENTRAL AVENUE	GREENLEAF BOULEVARD	COMPTON BOULEVARD	40	**40**
25	CENTRAL AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	40	**35**
26	CENTRAL AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	45	**40**
27	COMPTON AVENUE	SLATER AVENUE	EL SEGUNDO BOULEVARD	35	**25**
28	COMPTON BLVD	WEST CITY LIMIT	WILMINGTON AVE	35	**35**
29	COMPTON BOULEVARD	WILMINGTON AVENUE	ACACIA AVENUE	35	**35**
30	COMPTON BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	35	**35**
31	COMPTON BOULEVARD	SANTA FE AVENUE	BULLIS ROAD	40	**40**
32	COMPTON BOULEVARD	BULLIS ROAD	EAST CITY LIMIT	40	**40**

NO.	STREET	FROM	TO	POSTED	PROPOSED
33	EL SEGUNDO BOULEVARD	CENTRAL AVENUE	WILMINGTON AVENUE	40	**40**
34	GREENLEAF BOULEVARD	CENTRAL AVENUE	WILLOWBROOK AVENUE	40	**40**
35	GREENLEAF BOULEVARD	WILLOWBROOK AVENUE	LONG BEACH BOULEVARD	40	**40**
36	GREENLEAF BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	35	**35**
37	LONG BEACH BOULEVARD	SOUTH CITY LIMIT	ALONDRA BOULEVARD	40	**35**
38	LONG BEACH BOULEVARD	ALONDRA BOULEVARD	COMPTON BOULEVARD	35	**35**
39	LONG BEACH BOULEVARD	COMPTON BOULEVAR	ROSECRANS AVENUE	35	**35**
40	LONG BEACH BOULEVARD	ROSECRANS AVENUE	NORTH CITY LIMIT	35	**35**
41	MANVILLE STREET	WEST CITY LIMIT	EAST CITY LIMIT	35	**35**
42	MCMILLAN STREET	THORSON AVENUE	EAST CITY LIMIT	25	**25**
43	PALMER STREET	ALAMEDA STREET	SANTA FE AVENUE	30	**30**
44	PALMER STREET	SANTA FE AVENUE	LONG BEACH BOULEVARD	30	**30**
45	PARMELEE AVENUE	138TH STREET	EL SEGUNDO BOULEVARD	30	**30**
46	ROSECRANS AVENUE	WEST CITY LIMIT	WILMINGTON AVENUE	40	**40**
47	ROSECRANS AVENUE	WILMINGTON AVENUE	ACACIA AVENUE	40	**40**
48	ROSECRANS AVENUE	ACACIA AVENUE	SANTA FE AVENUE	40	**40**

NO.	STREET	FROM	TO	POSTED	PROPOSED
49	ROSECRANS AVE	SANTA FE AVENUE	BULLIS ROAD	40	**40**
50	ROSECRANS AVENUE	BULLIS ROAD	EAST CITY LIMIT	40	**40**
51	SANTA FE AVENUE	ARTESIA BOULEVARD	GREENLEAF BOULEVARD	40	**40**
52	SANTA FE AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	40	**40**
53	SANTA FE AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	40	**40**
54	SANTA FE AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	40	**40**
55	SANTA FE AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	40	**40**
56	VICTORIA STREET	WILMINGTON AVENUE	APRA STREET	40	**40**
57	VICTORIA STREET	APRA STREET	SOUTH CITY LIMIT	45	**40**
58	WALNUT STREET	WEST CITY LIMIT	WILMINGTON AVENUE	35	**35**
59	WALNUT STREET	WILMINGTON AVENUE	ACACIA AVENUE	35	**35**
60	WILLOWBROOK AVENUE (EAST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	30	**35**
61	WILLOWBROOK AVE NUE (EAST)	ALONDRA BOULEVARD	PALMER STREET	30	**35**
62	WILLOWBROOK AVE NUE (EAST)	500 SOUTH OF ELM STREET	ROSECRANS AVENUE	30	**30**
63	WILLOWBROOK AVENUE (WEST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	30	**30**
64	WILLOWBROOK AVE NUE (WEST)	ALONDRA BOULEVARD	COMPTON BOULEVARD	35	**30**

NO.	STREET	FROM	TO	POSTED	PROPOSED
65	WILLOWBROOK AVENUE (WEST)	COMPTON BOULEVARD	ROSECRANS AVENUE	35	**30**
66	WILMINGTON AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	35	**35**
67	WILMINGTON AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	35	**35**
68	WILMINGTON AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	40	**35**
69	WILMINGTON AVENUE	COMPTON BOULEVARD	ROSECRANS AVE	35	**35**
70	WILMINGTON AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	35	**35**

Table 2 – Street Segments with Recommended Speed Changes

NO.	STREET	FROM	TO	POSTED	PROPOSED
4	EAST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	40	**35**
9	WEST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	45	**40**
14	APRA STREET	VICTORIA STREET	ACACIA AVENUE	45	**40**
17	ARTESIA BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	45	**40**
18	ARTESIA BOULEVARD	SANTA FE AVENUE	SUSANA ROAD/ HARBOR DRIVE	45	**40**
21	BULLIS ROAD	COMPTON BOULEVARD	ROSECRANS AVENUE	30	**35**
25	CENTRAL AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	40	**35**
26	CENTRAL AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	45	**40**

NO.	STREET	FROM	TO	POSTED	PROPOSED
27	COMPTON AVENUE	SLATER AVENUE	EL SEGUNDO BOULEVARD	35	**25**
37	LONG BEACH BOULEVARD	SOUTH CITY LIMIT	ALONDRA BOULEVARD	40	**35**
57	VICTORIA STREET	APRA STREET	SOUTH CITY LIMIT	45	**40**
60	WILLOWBROOK AVENUE (EAST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	30	**35**
61	WILLOWBROOK AVE NUE (EAST)	ALONDRA BOULEVARD	PALMER STREET	30	**35**
64	WILLOWBROOK AVE NUE (WEST)	ALONDRA BOULEVARD	COMPTON BOULEVARD	35	**30**
65	WILLOWBROOK AVENUE (WEST)	COMPTON BOULEVARD	ROSECRANS AVENUE	35	**30**
68	WILMINGTON AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	40	**35**

The 2024 Engineering and Traffic Survey report dated May 29, 2024 was conducted in accordance with applicable provision of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 4, 2024, and as required by Section 627 of the CVC. This Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

Therefore, in order to have the legal authority to enforce speed limits on City streets, the City Council must approve and adopt the speed limits as a recommended based on the Engineering and Traffic Survey prepared by Willdan Engineering.

FISCAL IMPACT

Anticipated fiscal impact should be limited to the cost of production of new signs needed for streets where the prima facie speed limit will be changed pursuant to adoption of this Ordinance.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Ordinance.

JOHN D. STRICKLAND, JR.
DIRECTOR OF PUBLIC WORKS

APPROVED FOR FORWARDING

WILLIE A. HOPKINS, JR.
CITY MANAGER

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING CHAPTER XII OF THE COMPTON MUNICIPAL CODE TO AMEND SECTION 12-5 ESTABLISHING SPEED LIMITS IN CERTAIN ZONES IN THE CITY OF COMPTON

WHEREAS, Section 21 of the California Vehicle Code ("Code") declares that, unless expressly authorized, all provisions of the Vehicle Code ("Code") shall be applicable and uniform throughout the state and in all counties and municipalities; and

WHEREAS, Section 22352 of the Code establishes a prima facie speed limit of 25 miles per hour on any highway other than a state highway, in any business or residence district; however, whenever a local authority determines based on an Engineering and Traffic Survey that a speed greater than 25 miles per hour would facilitate the orderly movement of traffic and would be reasonable and safe on a street, other than a state highway, Section 22357 of the Code explicitly authorizes a local authority by ordinance to determine and declare a prima facie speed limit of 30 miles per hour to a maximum speed limit of 65 miles per hour; and

WHEREAS, the higher prima facie speed limit established by the local authority shall not become effective until signs giving notice of the prima facie speed limit are erected on the affected street(s); and

WHEREAS, additionally, Section 40902 of the Code, relating to "speed traps" requires that the local authority must first conduct an Engineering and Traffic Study in order to prosecute a speed violation based on the use of radar, laser or other electronic device; and

WHEREAS, the last Engineering and Traffic Survey was conducted on behalf of the City on April 28, 2016 and adopted by the Council on November 14, 2017 pursuant to Ordinance No. 2,294; an

WHEREAS, the engineering firm of Willdan Engineering was contracted to perform an Engineering and Traffic Survey on September 5, 2023; and

WHEREAS, the 2024 Engineering and Traffic Survey report dated May 29, 2024 was conducted in accordance with applicable provision of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 4, 2024, and as required by Section 627 of the CVC and this Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. That Section 12-5.1 (Increasing State Speed Limit in Certain Zones) of Chapter 12 of the Compton Municipal Code is hereby amended in its entirety to read as follows:

12-5.1 Increasing State Speed Limits in Certain Zones.

Pursuant to the provisions of Section 22357 of the California Vehicle Code, the City Council does hereby determine, upon the basis of an Engineering and Traffic Survey that the speeds permitted by state laws upon the street section set forth in this section are less than necessary to facilitate the orderly movement of vehicular traffic in a reasonable and safe manner, and, therefore, it is declared that, when appropriate signs are erected giving notice thereof, the prima facie speed limits on said street sections shall be as follows:

NO.	STREET	FROM	TO	DECLARED PRIMA FACIE SPEED LIMIT

NO.	STREET	FROM	TO	DECLARED PRIMA FACIE SPEED LIMIT
1	EAST ALAMEDA STREET	AUTO DRIVE	GREENLEAF BOULEVARD	**35**
2	EAST ALAMEDA STREET	GREENLEAF BOULEVARD	COMPTON BOULEVARD	**35**
3	EAST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	**35**
4	EAST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	**35**
5	WEST ALAMEDA STREET	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	**40**
6	WEST ALAMEDA STREET	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	**40**
7	WEST ALAMEDA STREET	ALONDRA BOULEVARD	COMPTON BOULEVARD	**40**
8	WEST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	**40**
9	WEST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	**40**
10	ALONDRA BOULEVARD	WEST CITY LIMIT	WILMINGTON AVENUE	**40**
11	ALONDRA BOULEVARD	WILMINGTON AVENUE	ALAMEDA STREET	**40**
12	ALONDRA BOULEVARD	ALAMEDA STREET	LONG BEACH BOULEVARD	**40**
13	ALONDRA BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	**40**
14	APRA STREET	VICTORIA STREET	ACACIA AVENUE	**40**
15	ARTESIA BOULEVARD (EB)	CENTRAL AVENUE	ACACIA AVENUE	**45**
16	ARTESIA BOULEVARD (WB)	CENTRAL AVENUE	ACACIA AVENUE	**45**
17	ARTESIA BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	**40**
18	ARTESIA BOULEVARD	SANTA FE AVENUE	SUSANA ROAD/ HARBOR DRIVE	**40**
19	ATLANTIC AVENUE	ALONDRA BOULEVARD	SOUTH CITY LIMIT	**35**
20	BRADFIELD AVENUE	ROSECRANS AVENUE	COMPTON BOULEVARD	**30**
21	BULLIS ROAD	COMPTON BOULEVARD	ROSECRANS AVENUE	**35**
22	BULLIS ROAD	ROSECRANS AVENUR	NORTH CITY LIMITS	**30**
23	CENTRAL AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	**40**
24	CENTRAL AVENUE	GREENLEAF BOULEVARD	COMPTON BOULEVARD	**40**
25	CENTRAL AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	**35**
26	CENTRAL AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	**40**
27	COMPTON AVENUE	SLATER AVENUE	EL SEGUNDO BOULEVARD	**25**
28	COMPTON BLVD	WEST CITY LIMIT	WILMINGTON AVE	**35**
29	COMPTON BOULEVARD	WILMINGTON AVENUE	ACACIA AVENUE	**35**
30	COMPTON BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	**35**
31	COMPTON BOULEVARD	SANTA FE AVENUE	BULLIS ROAD	**40**
32	COMPTON BOULEVARD	BULLIS ROAD	EAST CITY LIMIT	**40**
33	EL SEGUNDO BOULEVARD	CENTRAL AVENUE	WILMINGTON AVENUE	**40**
34	GREENLEAF BOULEVARD	CENTRAL AVENUE	WILLOWBROOK AVENUE	**40**

NO.	STREET	FROM	TO	DECLARED PRIMA FACIE SPEED LIMIT
35	GREENLEAF BOULEVARD	WILLOWBROOK AVENUE	LONG BEACH BOULEVARD	**40**
36	GREENLEAF BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	**35**
37	LONG BEACH BOULEVARD	SOUTH CITY LIMIT	ALONDRA BOULEVARD	**35**
38	LONG BEACH BOULEVARD	ALONDRA BOULEVARD	COMPTON BOULEVARD	**35**
39	LONG BEACH BOULEVARD	COMPTON BOULEVAR	ROSECRANS AVENUE	**35**
40	LONG BEACH BOULEVARD	ROSECRANS AVENUE	NORTH CITY LIMIT	**35**
41	MANVILLE STREET	WEST CITY LIMIT	EAST CITY LIMIT	**35**
42	MCMILLAN STREET	THORSON AVENUE	EAST CITY LIMIT	**25**
43	PALMER STREET	ALAMEDA STREET	SANTA FE AVENUE	**30**
44	PALMER STREET	SANTA FE AVENUE	LONG BEACH BOULEVARD	**30**
45	PARMELEE AVENUE	138TH STREET	EL SEGUNDO BOULEVARD	**30**
46	ROSECRANS AVENUE	WEST CITY LIMIT	WILMINGTON AVENUE	**40**
47	ROSECRANS AVENUE	WILMINGTON AVENUE	ACACIA AVENUE	**40**
48	ROSECRANS AVENUE	ACACIA AVENUE	SANTA FE AVENUE	**40**
49	ROSECRANS AVE	SANTA FE AVENUE	BULLIS ROAD	**40**
50	ROSECRANS AVENUE	BULLIS ROAD	EAST CITY LIMIT	**40**
51	SANTA FE AVENUE	ARTESIA BOULEVARD	GREENLEAF BOULEVARD	**40**
52	SANTA FE AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	**40**
53	SANTA FE AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	**40**
54	SANTA FE AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	**40**
55	SANTA FE AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	**40**
56	VICTORIA STREET	WILMINGTON AVENUE	APRA STREET	**40**
57	VICTORIA STREET	APRA STREET	SOUTH CITY LIMIT	**40**
58	WALNUT STREET	WEST CITY LIMIT	WILMINGTON AVENUE	**35**
59	WALNUT STREET	WILMINGTON AVENUE	ACACIA AVENUE	**35**
60	WILLOWBROOK AVENUE (EAST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	**35**
61	WILLOWBROOK AVE NUE (EAST)	ALONDRA BOULEVARD	PALMER STREET	**35**
62	WILLOWBROOK AVE NUE (EAST)	500 SOUTH OF ELM STREET	ROSECRANS AVENUE	**30**
63	WILLOWBROOK AVENUE (WEST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	**30**
64	WILLOWBROOK AVE NUE (WEST)	ALONDRA BOULEVARD	COMPTON BOULEVARD	**30**
65	WILLOWBROOK AVENUE (WEST)	COMPTON BOULEVARD	ROSECRANS AVENUE	**30**
66	WILMINGTON AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	**35**
67	WILMINGTON AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	**35**

NO.	STREET	FROM	TO	DECLARED PRIMA FACIE SPEED LIMIT
68	WILMINGTON AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	**35**
69	WILMINGTON AVENUE	COMPTON BOULEVARD	ROSECRANS AVE	**35**
70	WILMINGTON AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	**35**

Section 2. That appropriate speed limit signs shall be posted and/or changed, immediately, as necessary.

Section 3. That if any provision of this Ordinance is determined by any court of competent jurisdiction to be unconstitutional or otherwise invalid, such invalidity shall not affect the remaining provision of this Ordinance which can be implemented without the invalid provisions, and, to this end, the provisions of this Ordinance are declared to be severable.

Section 4. That this Ordinance shall take effect thirty (30) days after its adoption.

Section 5. That copies of this Ordinance shall be filed in the offices of the City Clerk, City Manager, City Attorney, Public Works Engineering Department and the Los Angeles County Sheriff's Department, Compton Station.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance and shall cause the same to be published as required by law.

ADOPTED this _____ day of _____, 2024.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Ordinance was adopted by the City Council, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2024.

That said Ordinance was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS–
NOES: COUNCIL MEMBERS–
ABSENT: COUNCIL MEMBERS–
ABSTAIN: COUNCIL MEMBERS–

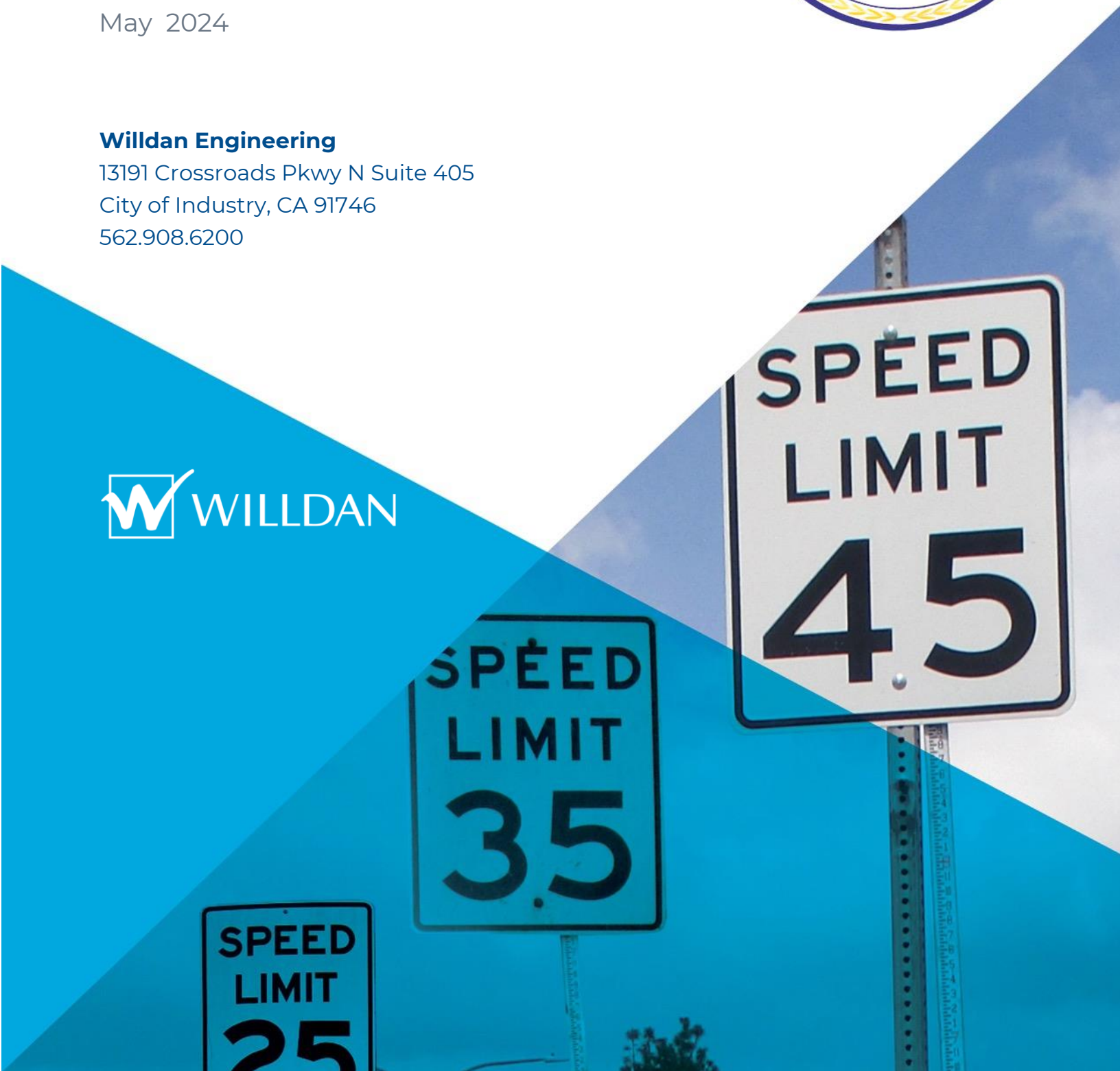
_____
CITY CLERK OF THE CITY OF COMPTON

City of Compton

2024 Engineering and Traffic Survey Report

May 2024

Willdan Engineering
13191 Crossroads Pkwy N Suite 405
City of Industry, CA 91746
562.908.6200



May 29, 2024

Amal Sedrak, PE, PMP
Acting City Engineer/ Senior Civil Engineer
205 South Willowbrook Avenue
Compton, CA

Subject: 2024 Engineering and Traffic Survey

Dear Ms. Sedrak:

As requested, Willdan has completed an Engineering and Traffic (E&T) Survey to justify and update the posted speed limits along 70 street segments in the City of Compton. These segments were last surveyed in 2016 and require an update to comply with the 10-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 2024, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Compton and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN

Nicolle Spann, P.E., T.E.
Traffic Engineer

Enclosure

562.908.6200 | 800.499.4484 | fax: 562.695.2120
13191 Crossroads Parkway North, Suite 405, Industry, California 91746-3443 | www.willdan.com

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Introduction

This Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Compton. This E&T Survey presents recommended speed limits for 70 street segments in the City of Compton. E&T Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. Historically, these surveys must be updated every 7 to 10 years to ensure the speeds reflect current conditions.

E&T Surveys are prepared under the direction of California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manuel on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 2024.

Assembly Bill No. 43 (AB 43), signed in October 2021, has given local agencies more leeway to lower and maintain speed limits. The California Vehicle Code was amended in 2022 and the California MUTCD was amended in March 2023 to implement laws and guidelines with the changes set forth in AB 43. There were three major changes to how speed limits can be recommended under AB 43 as follows:

1. An E&T Survey conducted more than 7 years ago may be extended to 14 years (previously to 10 years) if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)].
2. A local authority may establish and designate safety corridors throughout their jurisdiction. The local authority may recommend a speed limit with an additional five mile per hour reduction on segments designated as safety corridors. Local authorities may not lower a speed limit under this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide, whichever is sooner.
3. If a local authority, after completing an E&T Survey, finds that the speed limit is still reasonable or safe, the local authority may retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an E&T Survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

This E&T survey was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's Police Department(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)].

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states

that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually conducted to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California MUTCD and as required by Section 627 of the CVC. The Code further describes three elements of an E&T Survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

Elements Of the Engineering and Traffic Survey

The California MUTCD specifies the methodology to be used for completing E&T Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the E&T Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is

historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. A speed limit is established in the three options below.

Options:

- **Closest to 85th Percentile Speed** – A speed limit is established at the nearest 5-mile per hour increment to the 85th percentile speed.
- **California MUTCD Option 2** - For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).
- **Reduction using Segments with Special Conditions** - For cases in which the nearest 5 mph increment of the 85th-percentile speed would require rounding down, the posted speed may be reduced by an additional 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.

If the speed limit to be posted has had the 5 mph reduction applied, then an E&T Survey shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5.

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

If the 85th percentile speed in a speed survey for a location was 33 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed -** The 85th percentile speed would round up to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed.
- **California MUTCD Option 2** - Instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.
- **Reduction using Segments with Special Conditions** - The first step is to round up, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey. However, it is best to apply MUTCD Option 2 in these scenarios as it will not require documentation of conditions and justification to lower the speed limit.

If the 85th percentile speed in a speed survey for a location was 37 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed -** The 85th percentile speed would round down to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed.

- **California MUTCD Option 2** – This option is not applicable to 85th percentile speeds that already round down to the nearest 5-mph increment using the "Closest to 85th Percentile Speed" option.
- **Reduction using Segments with Special Conditions** - The first step is to round down, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey.

Crash History

Reported crashes are reviewed for each street segment to determine if there is a higher than expected average rate of crashes. A segment that has an above-average crash rate typically suggests conditions that are not readily apparent to motorists.

Conditions Not Readily Apparent to Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph below the basic speed limit.

Retain Currently Adopted or Restore Immediately Prior Speed Limit – New from AB 43

The City may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8, added through AB 43.

The currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&T Survey, the City finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&T Survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

If the City decides to use a lower speed limit based on CVC Section 22358.8, after completing an E&T Survey and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit or not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Survey Conditions

Survey Locations

The procedures described below describe the criteria and methods used to survey selected streets within the City of Compton. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

Data Collection

Data of existing conditions was obtained including prevailing speed of vehicles, traffic crashes, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 70 locations during the months of January and February 2024.

Speed Data

Radar speed measurements were conducted at 70 locations during the month of January and February 2024. The radar speed distribution forms are in Appendix B. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment;
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;

7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

Crash Data

Crash data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic crash database. For this study, crash data was used from the latest 3 years of reported accidents from January 1, 2021 to December 31, 2023. The crash rates for the 70 segments are expressed in crashes per million vehicle miles (C/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the crash rate:

$$R = \frac{C \times 1,000,000}{t \times 365 \frac{days}{year} \times l \times v}$$

C = Number of midblock crashes over time period
R = Crash Rate (crashes/million vehicle miles)
t = Time Period Covered (in years)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)

The segment crash rate was then compared to the average statewide crash rate of similar roadways. The average statewide crash rates were obtained from 2021 Collision Data on California State Highways published by Caltrans.

Analysis

Criteria

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California MUTCD. Some of the criteria used are:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while

considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The crash rate for each street segment is compared to average crash rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average crash rates have been developed by the State of California and are considered reasonable for use in the City of Compton.

Results and Engineering and Traffic Survey Recommendations

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of available data and recommend a speed limit for each street segment surveyed based on the guidelines for an Engineering and Traffic Survey set forth by the California MUTCD and the CVC. A complete summary of all recommendations is shown in Table 1. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a crash rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

Retain Currently Adopted or Restore Immediately Prior Speed Limit Application

Using CVC Section 22358.8, a new section added due to AB 43, the City can choose to use previous speed limits from the currently adopted or immediately prior Engineer's E&T recommendations. This decision is made by the City after an Engineering and Traffic Survey has been completed and is applicable if each of the following three conditions are met:

1. The agency identifies that the posted speed limit is reasonable or safe
2. An Engineer has verified that no general purpose lanes have been added
3. The speed limit was established with an Engineering and Traffic Survey

For segments with limits that have been redefined and currently have two different posted speed limits along the segment, the lower of the two speed limits may be retained since the segment has consistent roadway and land use conditions and is adequately combined as a single segment, verified by an Engineer.

Speed Limit Recommendations

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (CVC Section 22350). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 summarizes the data collected and recommended speed limit for each segment in this E&T Survey.

Table 2 identifies the street segments with recommended changes in posted speed limit for 2023.

Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
1	EAST ALAMEDA STREET	AUTO DRIVE	GREENLEAF BOULEVARD	0.25	22,475	1.07	0.16	35	40	30-39	59 %	35	*
2	EAST ALAMEDA STREET	GREENLEAF BOULEVARD	COMPTON BOULEVARD	1	3,762	1.07	0.24	35	41	28-37	56 %	35	*
3	EAST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	5,679	1.07	0.00	35	37	28-37	62 %	35	Closest to 85th Speed
4	EAST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	1.3	7,102	1.07	0.10	40**	43	32-41	54 %	35**	*
5	WEST ALAMEDA STREET	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	0.75	22,031	0.64	0.17	40	39	30-39	81 %	40	Closest to 85th Speed
6	WEST ALAMEDA STREET	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	0.5	15,877	0.66	0.00	40	42	32-41	70 %	40	Closest to 85th Speed
7	WEST ALAMEDA STREET	ALONDRA BOULEVARD	COMPTON BOULEVARD	0.5	18,999	0.66	0.00	40	38	27-36	72 %	40	Closest to 85th Speed
8	WEST ALAMEDA STREET	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	25,412	0.66	0.14	40	39	28-37	71 %	40	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
9	WEST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	1.4	28,190	0.77	0.07	45	48	36-45	64 %	40	*
10	ALONDRA BOULEVARD	WEST CITY LIMIT	WILMINGTON AVENUE	1.4	17,435	0.66	0.19	40	44	33-42	68 %	40	California MUTCD Option 2
11	ALONDRA BOULEVARD	WILMINGTON AVENUE	ALAMEDA STREET	1	18,419	0.66	0.40	40	44	33-42	66 %	40	California MUTCD Option 2
12	ALONDRA BOULEVARD	ALAMEDA STREET	LONG BEACH BOULEVARD	0.7	22,498	0.64	0.00	40**	40	29-38	77 %	40**	Closest to 85th Speed
13	ALONDRA BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	1.4	27,051	0.64	0.00	40	40	29-38	78 %	40	Closest to 85th Speed
14	APRA STREET	VICTORIA STREET	ACACIA AVENUE	0.43	2,869	0.66	0.00	45	40	25-34	51 %	40	Closest to 85th Speed
15	ARTESIA BOULEVARD (EB)	CENTRAL AVENUE	ACACIA AVENUE	1.36	6,996	0.93	0.00	45	46	32-41	50 %	45	Closest to 85th Speed
16	ARTESIA BOULEVARD (WB)	CENTRAL AVENUE	ACACIA AVENUE	1.36	3,005	0.93	0.67	45	47	34-43	54 %	45	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

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Table 1 - Summary of Recommendations													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
17	ARTESIA BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	0.6	11,450	0.93	0.53	45	43	33-42	59 %	40	California MUTCD Option 2
18	ARTESIA BOULEVARD	SANTA FE AVENUE	SUSANA ROAD / HARBOR DRIVE	0.4	8,315	0.93	0.27	45	38	27-36	65 %	40	Closest to 85th Speed
19	ATLANTIC AVENUE	ALONDRA BOULEVARD	SOUTH CITY LIMIT	0.5	18,513	0.66	0.10	35	44	34-43	73 %	35	*
20	BRADFIELD AVENUE	ROSECRANS AVENUE	COMPTON BOULEVARD	0.5	2,905	1.07	0.00	30	29	21-30	74 %	30	*
21	BULLIS ROAD	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	10,026	1.07	0.18	30	38	27-36	81 %	35	California MUTCD Option 2
22	BULLIS ROAD	ROSECRANS AVENUE	NORTH CITY LIMITS	0.65	12,979	0.66	0.00	30	36	28-37	82 %	30	*
23	CENTRAL AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	0.7	26,932	0.64	0.15	40	43	32-41	65 %	40	California MUTCD Option 2
24	CENTRAL AVENUE	GREENLEAF BOULEVARD	COMPTON BOULEVARD	1.1	24,576	0.64	0.10	40	42	30-39	71 %	40	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

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Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
25	CENTRAL AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	22,495	0.64	0.00	40	36	27-36	83 %	35	Closest to 85th Speed
26	CENTRAL AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	1	25,046	0.77	0.15	45	42	32-41	66 %	40	Closest to 85th Speed
27	COMPTON AVENUE	SLATER AVENUE	EL SEGUNDO BOULEVARD	0.41	2,821	1.07	0.00	35	32	23-32	77 %	25	*
28	COMPTON BOULEVARD	WEST CITY LIMIT	WILMINGTON AVENUE	1.3	23,101	0.66	0.09	35	39	30-39	76 %	35	California MUTCD Option 2
29	COMPTON BOULEVARD	WILMINGTON AVENUE	ACACIA AVENUE	0.62	23,820	0.66	0.25	35	40	29-38	72 %	35	*
30	COMPTON BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	0.6	18,175	0.64	0.00	35	37	28-37	83 %	35	Closest to 85th Speed
31	COMPTON BOULEVARD	SANTA FE AVENUE	BULLIS ROAD	0.5	25,607	0.66	0.00	40	43	29-38	64 %	40	California MUTCD Option 2
32	COMPTON BOULEVARD	BULLIS ROAD	EAST CITY LIMIT	1.4	23,340	0.66	0.03	40	39	27-36	75 %	40	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles

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Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
33	EL SEGUNDO BOULEVARD	CENTRAL AVENUE	WILMINGTON AVENUE	0.86	24,889	0.66	0.30	40	44	32-41	65 %	40	California MUTCD Option 2
34	GREENLEAF BOULEVARD	CENTRAL AVENUE	WILLOWBROOK AVENUE	1.44	13,459	0.66	0.14	40	40	30-39	78 %	40	Closest to 85th Speed
35	GREENLEAF BOULEVARD	WILLOWBROOK AVENUE	LONG BEACH BOULEVARD	1	13,517	1.07	0.00	40	41	30-39	75 %	40	Closest to 85th Speed
36	GREENLEAF BOULEVARD	LONG BEACH BOULEVARD	EAST CITY LIMIT	0.7	4,317	1.07	0.00	35	37	28-37	77 %	35	Closest to 85th Speed
37	LONG BEACH BOULEVARD	SOUTH CITY LIMIT	ALONDRA BOULEVARD	0.5	24,948	1.07	0.00	40	38	29-38	77 %	35	California MUTCD Option 2
38	LONG BEACH BOULEVARD	ALONDRA BOULEVARD	COMPTON BOULEVARD	0.5	27,899	0.64	0.07	35	38	29-38	79 %	35	California MUTCD Option 2
39	LONG BEACH BOULEVARD	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	25,750	0.64	0.07	35	38	28-37	80 %	35	California MUTCD Option 2
40	LONG BEACH BOULEVARD	ROSECRANS AVENUE	NORTH CITY LIMIT	0.55	32,359	0.66	0.00	35	39	28-37	79 %	35	California MUTCD Option 2

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 1 - Summary of Recommendations													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
41	MANVILLE STREET	WEST CITY LIMIT	EAST CITY LIMIT	1.1	3,537	0.66	0.23	35	37	24-33	54 %	35	Closest to 85th Speed
42	McMILLAN STREET	THORSON AVENUE	EAST CITY LIMIT	0.61	3,011	1.07	0.00	25	30	21-30	81 %	25	*
43	PALMER STREET	ALAMEDA STREET	SANTA FE AVENUE	0.23	4,975	0.64	0.00	30	30	21-30	68 %	30	Closest to 85th Speed
44	PALMER STREET	SANTA FE AVENUE	LONG BEACH BOULEVARD	0.43	5,626	0.64	0.00	30	35	26-35	73 %	30	*
45	PARMELEE AVENUE	138TH STREET	EL SEGUNDO BOULEVARD	0.72	2,698	1.07	0.94	30	31	21-30	78 %	30	Closest to 85th Speed
46	ROSECRANS AVENUE	WEST CITY LIMIT	WILMINGTON AVENUE	1.46	30,332	0.64	0.10	40	38	29-38	82 %	40	Closest to 85th Speed
47	ROSECRANS AVENUE	WILMINGTON AVENUE	ACACIA AVENUE	0.6	31,818	0.64	0.10	40**	40	29-38	74 %	40**	Closest to 85th Speed
48	ROSECRANS AVENUE	ACACIA AVENUE	SANTA FE AVENUE	0.61	45,110	0.64	0.00	40	39	30-39	83 %	40	Closest to 85th Speed

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Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
49	ROSECRANS AVENUE	SANTA FE AVENUE	BULLIS ROAD	0.5	27,557	0.64	0.00	40	40	27-36	73 %	40	Closest to 85th Speed
50	ROSECRANS AVENUE	BULLIS ROAD	EAST CITY LIMIT	0.53	30,518	0.64	0.00	40	42	31-40	71 %	40	Closest to 85th Speed
51	SANTA FE AVENUE	ARTESIA BOULEVARD	GREENLEAF BOULEVARD	0.47	41,188	0.66	0.14	40	45	33-42	60 %	40	*
52	SANTA FE AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	0.5	26,910	0.66	0.48	40	46	35-44	66 %	40	*
53	SANTA FE AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	0.5	33,699	0.64	0.00	40	39	29-38	76 %	40	Closest to 85th Speed
54	SANTA FE AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	26,242	0.64	0.35	40	39	29-38	78 %	40	Closest to 85th Speed
55	SANTA FE AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	1.23	19,869	0.66	0.19	40	39	28-37	79 %	40	Closest to 85th Speed
56	VICTORIA STREET	WILMINGTON AVENUE	APRA STREET	0.24	10,923	0.66	0.00	40	39	28-37	53 %	40	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

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Table 1 - Summary of Recommendations													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
57	VICTORIA STREET	APRA STREET	SOUTH CITY LIMIT	0.44	8,883	0.77	0.47	45	38	23-32	55 %	40	Closest to 85th Speed
58	WALNUT STREET	WEST CITY LIMIT	WILMINGTON AVENUE	0.7	3,839	0.64	0.00	35	36	20-29	53 %	35	Closest to 85th Speed
59	WALNUT STREET	WILMINGTON AVENUE	ACACIA AVENUE	0.64	3,675	1.07	0.78	35	42	31-40	53 %	35	*
60	WILLOWBROOK AVE (EAST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	0.5	1,910	1.07	0.00	30	40	29-38	58 %	35	*
61	WILLOWBROOK AVE (EAST)	ALONDRA BOULEVARD	PALMER STREET	0.5	2,011	1.07	0.00	30	38	27-36	66 %	35	California MUTCD Option 2
62	WILLOWBROOK AVE (EAST)	500' SOUTH OF ELM STREET	ROSECRANS AVENUE	0.5	3,225	1.07	0.00	30	36	26-35	70 %	30	*
63	WILLOWBROOK AVE (WEST)	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	0.5	3,316	1.07	0.00	30	36	27-36	59 %	30	*
64	WILLOWBROOK AVE (WEST)	ALONDRA BOULEVARD	COMPTON BOULEVARD	0.5	4,763	1.07	0.38	35	36	26-35	76 %	30	*

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

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Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
65	WILLOWBROOK AVE (WEST)	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	4,962	1.07	1.10	35	31	22-31	72 %	30	Closest to 85th Speed
66	WILMINGTON AVENUE	SOUTH CITY LIMIT	GREENLEAF BOULEVARD	0.88	34,786	0.64	0.21	35	38	28-37	79 %	35	California MUTCD Option 2
67	WILMINGTON AVENUE	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	0.5	22,089	0.66	0.25	35	40	30-39	72 %	35	*
68	WILMINGTON AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVARD	0.5	20,419	0.66	0.27	40	39	31-40	79 %	35	California MUTCD Option 2
69	WILMINGTON AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	0.5	21,723	0.64	0.00	35	41	29-38	75 %	35	*
70	WILMINGTON AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	1	20,903	0.64	0.04	35**	37	27-36	83 %	35**	Closest to 85th Speed

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 2 - Street Segments with Recommended Speed Changes						
No.	Street	From	To	Existing	New	Change
4	EAST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	40	35	- 5
9	WEST ALAMEDA STREET	ROSECRANS AVENUE	NORTH CITY LIMIT	45	40	- 5
14	APRA STREET	VICTORIA STREET	ACACIA AVENUE	45	40	- 5
17	ARTESIA BOULEVARD	ACACIA AVENUE	SANTA FE AVENUE	45	40	- 5
18	ARTESIA BOULEVARD	SANTA FE AVENUE	SUSANA ROAD / HARB	45	40	- 5
21	BULLIS ROAD	COMPTON BOULEVARD	ROSECRANS AVENUE	30	35	+ 5
25	CENTRAL AVENUE	COMPTON BOULEVARD	ROSECRANS AVENUE	40	35	- 5
26	CENTRAL AVENUE	ROSECRANS AVENUE	NORTH CITY LIMIT	45	40	- 5
27	COMPTON AVENUE	SLATER AVENUE	EL SEGUNDO BOULEVA	35	25	- 10
37	LONG BEACH BOULEVAR	SOUTH CITY LIMIT	ALONDRA BOULEVARD	40	35	- 5
57	VICTORIA STREET	APRA STREET	SOUTH CITY LIMIT	45	40	- 5
60	WILLOWBROOKAVE (EA	GREENLEAF BOULEVARD	ALONDRA BOULEVARD	30	35	+ 5
61	WILLOWBROOKAVE (EA	ALONDRA BOULEVARD	PALMER STREET	30	35	+ 5
64	WILLOWBROOKAVE (W	ALONDRA BOULEVARD	COMPTON BOULEVAR	35	30	- 5
65	WILLOWBROOKAVE (W	COMPTON BOULEVARD	ROSECRANS AVENUE	35	30	- 5
68	WILMINGTON AVENUE	ALONDRA BOULEVARD	COMPTON BOULEVAR	40	35	- 5

NP= Not Posted
PL= Post Limit

Segments with Special Conditions

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more above or below the 85th percentile speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment 1 – East Alameda Street – Auto Drive to Greenleaf Boulevard

This segment is currently posted at 35 mph and has one through lane in each direction with an ADT of 22,475 vehicles per day. The adjacent land is industrial along the 0.25-mile-long segment. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the prior speed limit from the 2010 E&T Survey to keep the speed limit posted at 35 mph.

Segment 2 – East Alameda Street – Greenleaf Boulevard to Compton Boulevard

This segment is currently posted at 35 mph and has one through lane in each direction with an ADT of 3,762 vehicles per day. The adjacent land is industrial and commercial along the 1.0-mile-long segment. The 85th percentile speed is 41 mph and would normally justify a 40 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the prior speed limit from the 2010 E&T Survey to keep the speed limit posted at 35 mph.

Segment 4 – East Alameda Street – Rosecrans Avenue to North City Limit

This segment is currently posted at 40 mph and has one through lane in each direction with an ADT of 7,102 vehicles per day. The adjacent land is industrial with a school along the 1.3-mile-long segment. The 85th percentile speed is 43 mph and would normally justify a 40 mph posted speed limit using the MUTCD Option 2 to round down to the nearest 5 mph speed. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the prior speed limit from the 2010 E&T Survey to post the speed limit at 35 mph.

Segment 9 – West Alameda Street – Rosecrans Avenue to North City Limit

This segment is currently posted at 45 mph and has one through lane in each direction with an ADT of 28,190 vehicles per day. The adjacent land is industrial and commercial along the 1.4-mile-long segment. The 85th percentile speed is 48 mph and would normally justify a 45 mph posted speed limit using the MUTCD Option 2 to round down to the nearest 5 mph speed. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the prior speed limit from the 2010 E&T Survey to post the speed limit at 40 mph.

Segment 19 – Atlantic Avenue – Alondra Boulevard to South City Limit

This segment is currently posted at 35 mph and has two lanes in each direction with an ADT of 18,513 vehicles per day. The adjacent land is residential and industrial along the 0.5-mile-long segment. The 85th percentile speed is 44 mph and would normally justify a 40 mph posted speed limit using the MUTCD Option 2 to round down to the nearest 5 mph speed. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the prior speed limit from the 2010 E&T Survey to post the speed limit at 35 mph.

Segment 22 – Bullis Road – Rosecrans Avenue to North City Limit

This segment is currently posted at 30 mph and has two lanes in each direction with an ADT of 12,979 vehicles per day. The adjacent land is residential and commercial along the 0.65-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2010 E&T Survey to keep the speed limit posted at 30 mph.

Segment 29 – Compton Boulevard – Wilmington Avenue to Acacia Avenue

This segment is currently posted at 35 mph and has two lanes in each direction with an ADT of 23,820 vehicles per day. The adjacent land is residential and commercial along the 0.62-mile-long segment. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. Since the 2013 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. However, due to moderate pedestrian use and an uncontrolled crosswalk that may not be apparent to unfamiliar drivers and to maintain uniformity with adjacent segments, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 35 mph for the above reason.

Segment 42 – McMillan Street – Thorson Avenue to East City Limit

This segment is currently posted at 25 mph and has one through lane in each direction separated by a raised median with an ADT of 13,697 vehicles per day. The adjacent land is residential along the 0.61-mile-long segment. The 85th percentile speed is 30 mph and would normally justify a 30 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 25 mph for the above reason.

Segment 44 – Palmer Street – Santa Fe Avenue to Long Beach Boulevard

This segment is currently posted at 35 mph and has two through lanes in each direction with an ADT of 5,626 vehicles per day. The adjacent land is residential along the 0.43-mile-long segment. The 85th percentile speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 30 mph for the above reason.

Segment 51 – Santa Fe Avenue – Artesia Boulevard to Greenleaf Boulevard

This segment is currently posted at 40 mph and has two lanes in each direction with an ADT of 41,188 vehicles per day. The adjacent land is industrial along the 0.47-mile-long segment. The 85th percentile speed is 45 mph and would normally justify a 45 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2010 E&T Survey to keep the speed limit at 40 mph.

Segment 52 – Santa Fe Avenue – Greenleaf Boulevard to Alondra Boulevard

This segment is currently posted at 40 mph and has two lanes in each direction with an ADT of 26,910 vehicles per day. The adjacent land is industrial along the 0.5-mile-long segment. The 85th percentile speed is 46 mph and would normally justify a 45 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2010 E&T Survey to keep the speed limit at 40 mph.

Segment 59 – Walnut Street – Wilmington Avenue to Acacia Avenue

This segment is currently posted at 35 mph and has one through lane in each direction with an ADT of 3,675 vehicles per day. The adjacent land is industrial along the 0.64-mile-long segment. The 85th percentile speed is 42 mph and would normally justify a 40 mph posted speed limit. However, to maintain uniformity with adjacent segments, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 35 mph for the above reason.

egment 60 – Willowbrook Avenue (East) – Greenleaf Boulevard to Alondra Boulevard

This segment is currently posted at 30 mph and has two lanes in the east direction with an ADT of 1,910 vehicles per day. The adjacent land is residential along the 0.5-mile-long segment. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. Since the 2010 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2010 E&T Survey to post the speed limit at 35 mph.

Segment 62 – Willowbrook Avenue (East) – 500’ South of Elm Street to Rosecrans Avenue

This segment is currently posted at 30 mph and has two lanes in the east direction with an ADT of 3,225 vehicles per day. The adjacent land is residential along the 0.5-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. Since the 2016 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2016 E&T Survey to keep the speed limit posted at 30 mph.

Segment 63 – Willowbrook Avenue (West) – Greenleaf Boulevard to Alondra Boulevard

This segment is currently posted at 30 mph and has two lanes in the west direction with an ADT of 3,316 vehicles per day. The adjacent land is residential along the 0.5-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 30 mph for the above reason.

Segment 64 – Willowbrook Avenue (West) – Alondra Boulevard to Compton Boulevard

This segment is currently posted at 35 mph and has two lanes in the west direction with an ADT of 4,763 vehicles per day. The adjacent land is residential with a civic center along the 0.5-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. However, to maintain uniformity with adjacent segments, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reason.

Segment 67 – Wilmington Avenue – Greenleaf Boulevard to Alondra Boulevard

This segment is currently posted at 35 mph and has two lanes each direction with an ADT of 22,089 vehicles per day. The adjacent land is residential along the 0.5-mile-long segment. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. Since the 2016 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2016 E&T Survey to keep the speed limit posted at 35 mph.

Segment 69 – Wilmington Avenue – Compton Boulevard to Rosecrans Avenue

This segment is currently posted at 35 mph and has two lanes in each direction, divided by a raised median with an ADT of 21,723 vehicles per day. The adjacent land is residential along the 0.5-mile-long segment. The 85th percentile speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers and to maintain uniformity with adjacent segments, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 35 mph for the above reason.

Comprehensive List of Abbreviations

E&T= Engineering and Traffic Survey

CVC= California Vehicle Code

California MUTCD= California Manuel on Uniform Traffic Control Devices

AB43= Assembly Bill 43

SWITRS= California Highway Patrol's Statewide Integrated Traffic Records System

C/MVM= Collisions per million vehicle miles

NP= Not Posted

PL= Post Limit

Exp.= Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Act.= Actual Collision Rate based on reported collisions

mi.= miles

Rec.= Recommended

mph= miles per hour

ADT= Average Daily Traffic

X-Walks= Crosswalks

Legislative References

Applicable Sections of California Vehicle Code

The following sections of the CVC are from the most recently published CVC as of August 2023 and contain new sections pertaining to AB 43.

Engineering and Traffic Surveys

Section 627.

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

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

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

(2) Accident records.

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

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

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

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

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

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

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

Basic Speed Law

Section 22350.

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

Speed Law Violations

Section 22351.

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

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

Prima Facie Speed Limits

Section 22352.

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

(a) Fifteen miles per hour:

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

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

(3) On any alley.

(b) Twenty-five miles per hour:

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

Section 22357.1.

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 mile per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Section 22358.4

(a)

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

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

(b)

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

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

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

other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

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

(A) A maximum of two traffic lanes.

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

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

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

(5)

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

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

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

Business Activity Districts

Section 22358.9.

(a)

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

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

(A) A maximum of four traffic lanes.

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

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

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

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

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

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

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

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Section 22358.7, has retained the currently adopted speed limit under Section 22358.8, or has restored the immediately prior adopted speed limit under Section 22358.8.

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

Minimum and Maximum Prima Facie Speed Limits

Section 22357.

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

Section 22358.

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

Section 22358.3.

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

Section 22360.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the speed limit of 65 miles per hour is more than is reasonable or safe upon any portion of a highway other than a state highway for a distance of not exceeding 2,000 feet in length between district, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 mile per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

Downward Speed Zoning

Section 22358.5.

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

Safety Corridors (Added code from AB 43)

Section 22358.7.

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

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

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

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

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

Maintaining Posted Speeds (Added code from AB 43)

Section 22358.8.

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

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

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

Boundary Line Streets

Section 22359.

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

Speed Trap Prohibition

Section 40801.

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

Speed Trap

Section 40802.

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

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

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.

(b)

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

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

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

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

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

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

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

(c)

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

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

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

(C)

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

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

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

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

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

(B)

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

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

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

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

Speed Trap Evidence

Section 40803.

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

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

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

APPENDIX A

Street Segment Data

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 1

STREET EAST ALAMEDA STREET
FROM AUTO DRIVE
TO GREENLEAF BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	12:47PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	197	**Posted Speed Limit**	35 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	59%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	22475	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd; All Way Stop at Auto Dr		
Marked X-Walks	at Traffic Signal		
Sidewalks	None		
On-Street Parking	Both sides		
Driveways	East side only		
Lighting	Both sides		
Segment Length	0.25 miles	**Width**	40 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	2 lanes
Crash Rate	0.16 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 2

STREET EAST ALAMEDA STREET
FROM GREENLEAF BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	41 mph
Time of Speed Survey	2:50PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	56%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	3762	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	East side only		
On-Street Parking	Both sides		
Driveways	East side only		
Lighting	East side only		
Segment Length	1.00 miles	**Width**	48 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	2 lanes
Crash Rate	0.24 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 3

STREET EAST ALAMEDA STREET
FROM COMPTON BOULEVARD
TO ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	37 mph
Time of Speed Survey	9:54AM	**50th Percentile Speed**	32 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	62%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	5679	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Palmer St, Rosecrans Ave; 3-Way Stop at Elm St		
Marked X-Walks	at Traffic Signal & All Way Stop		
Sidewalks	East side only		
On-Street Parking	Both sides		
Driveways	East side only		
Lighting	East side only		
Segment Length	0.50 miles	**Width**	50 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial, park		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 4

STREET EAST ALAMEDA STREET
FROM ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024
TO NORTH CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	43 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	36 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	54%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	7102	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans; All Way Stop at Pine St; 3-Way Stop at El Segundo Blvd, Weber Ave		
Marked X-Walks	at Traffic Signal; Pine St, El Segundo Blvd		
Sidewalks	East side only		
On-Street Parking	Both sides		
Driveways	East side only		
Lighting	East side only		
Segment Length	1.30 miles	**Width**	50 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial, School		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	2 lanes
Crash Rate	0.10 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 5

STREET WEST ALAMEDA STREET
FROM SOUTH CITY LIMIT
TO GREENLEAF BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	12:27PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	81%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	22031	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Manville St, 91 Fwy EB Ramps, 91 Fway, WB Ramps, Auto Dr S, Towne Ctr Dr, Greenleaf Blvd		
Marked X-Walks	at Greenleaf Blvd		
Sidewalks	Westside only		
On-Street Parking	None		
Driveways	Westside only		
Lighting	Both sides		
Segment Length	0.75 miles	**Width**	70 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes, for 91 fwy underpass		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes with raised median
Crash Rate	0.17 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 6

STREET WEST ALAMEDA STREET
FROM GREENLEAF BOULEVARD
TO ALONDRA BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	42 mph
Time of Speed Survey	12:06PM	**50th Percentile Speed**	36 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	70%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	15877	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Alondra Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Westside only		
On-Street Parking	Westside only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	58 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes, near Alondra Blvd		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 7

STREET WEST ALAMEDA STREET
FROM ALONDRA BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	11:43AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	72%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	18999	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Westside only		
On-Street Parking	None		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	58 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes, near Alondra Blvd		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 8

STREET WEST ALAMEDA STREET
FROM COMPTON BOULEVARD
TO ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	11:15AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	71%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	25412	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Palmer St, Elm St, Rosecrans Ave		
Marked X-Walks	at Compton Blvd, Palmer St, Elm St		
Sidewalks	Westside only		
On-Street Parking	Westside only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	58 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes, at Rosecrans Ave		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	2
Number of Lanes	4 lanes
Crash Rate	0.14 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 9

STREET WEST ALAMEDA STREET
FROM ROSECRANS AVENUE
TO NORTH CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/25/2024	**85th Percentile Speed**	48 mph
Time of Speed Survey	10:54AM	**50th Percentile Speed**	42 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	36-45 mph		
Percentage of Vehicles in Pace	64%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	28190	**2016 ET Recommendation**	45 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, Pine St, 133rd St, El Segundo Blvd, Weber Ave, Industry Way		
Marked X-Walks	at Pine St, El Segundo Blvd, Weber Ave		
Sidewalks	Westside only		
On-Street Parking	Westside only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	1.40 miles	**Width**	58 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes, at Rosecrans Ave		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes
Crash Rate	0.07 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 10

STREET ALONDRA BOULEVARD
FROM WEST CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO WILMINGTON AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	44 mph
Time of Speed Survey	11:02AM	**50th Percentile Speed**	38 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	33-42 mph		
Percentage of Vehicles in Pace	68%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	17435	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Haskins Ln, Caswell Ave, Aprilia Ave, Central Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.40 miles	**Width**	75 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Residentrial, airport, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	5
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.19 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 11

STREET ALONDRA BOULEVARD
FROM WILMINGTON AVENUE
TO ALAMEDA STREET
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	44 mph
Time of Speed Survey	11:27AM	**50th Percentile Speed**	38 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	33-42 mph		
Percentage of Vehicles in Pace	66%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	18419	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wilmington Ave, Central Ave, Oleander Ave, Acacia Ave, Willowbrook Ave, Tamarind Ave, Alameda St W		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.00 miles	**Width**	52 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	8
Number of Lanes	4 lanes with two-way left--turn and bike lanes
Crash Rate	0.40 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 12

STREET ALONDRA BOULEVARD
FROM ALAMEDA STREET
CERTIFICATION DATE 5/29/2024
TO LONG BEACH BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	11:50AM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	77%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	22498	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alameda St W, Alameda St E, Santa Fe Ave, Mayo Ave, Poinsetta Ave, Long Beach Blvd		
Marked X-Walks	at Traffic Signal and Burris Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.70 miles	**Width**	84 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Industrial, residential, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes w/ raised median and bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 13

STREET ALONDRA BOULEVARD
FROM LONG BEACH BOULEVARD
CERTIFICATION DATE 5/29/2024
TO EAST CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	12:19PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	78%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	27051	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Long Beach Blvd, Bradfield Ave, Harris Ave, White Ave, Atlantic Ave, I-710 NB Ramps, Home Depot, Atlantic Pl,		
Marked X-Walks	at Long Beach Blvd, Bullis Rd, Ward Ave, Bradfield Ave, Pannes Ave,		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.40 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential,		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised medians and bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 14

STREET APRA STREET
FROM VICTORIA STREET
CERTIFICATION DATE 5/29/2024
TO ACACIA AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	10:11AM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	25-34 mph		
Percentage of Vehicles in Pace	51%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	2869	**2016 ET Recommendation**	45 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	None		
Marked X-Walks	None		
Sidewalks	None		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.43 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with left-turn lane
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 15

STREET ARTESIA BOULEVARD (EB) **CERTIFICATION DATE** 5/29/2024

FROM CENTRAL AVENUE **TO** ACACIA AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	46 mph
Time of Speed Survey	12:51PM	**50th Percentile Speed**	37 mph
Number of Survey Samples	100	**Posted Speed Limit**	45 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	50%	**2010 ET Recommendation**	45 mph
Average Daily Traffic (ADT)	6996	**2016 ET Recommendation**	45 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Central Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	None		
On-Street Parking	None		
Driveways	Southside only		
Lighting	None		
Segment Length	1.36 miles	**Width**	30 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes, both eastbound
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 16

STREET ARTESIA BOULEVARD (WB) **CERTIFICATION DATE** 5/29/2024

FROM CENTRAL AVENUE **TO** ACACIA AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	47 mph
Time of Speed Survey	2:47PM	**50th Percentile Speed**	38 mph
Number of Survey Samples	100	**Posted Speed Limit**	45 mph
10 mph Pace	34-43 mph		
Percentage of Vehicles in Pace	54%	**2010 ET Recommendation**	45 mph
Average Daily Traffic (ADT)	3005	**2016 ET Recommendation**	45 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Central Ave, Wilmington Ave, Acacia Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	None		
On-Street Parking	None		
Driveways	North side only		
Lighting	None		
Segment Length	1.36 miles	**Width**	32 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	2 lanes, westbound
Crash Rate	0.67 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 17

STREET ARTESIA BOULEVARD
FROM ACACIA AVENUE
TO SANTA FE AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	43 mph
Time of Speed Survey	1:23PM	**50th Percentile Speed**	37 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	33-42 mph		
Percentage of Vehicles in Pace	59%	**2010 ET Recommendation**	45 mph
Average Daily Traffic (ADT)	11450	**2016 ET Recommendation**	45 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Acacia Ave, Crystal Casino Driveway, Alameda St connector, Santa Fe Ave		
Marked X-Walks	at Crystal Casino Driveway, Santa Fe Ave		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Northside only		
Lighting	Both sides		
Segment Length	0.60 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	4
Number of Lanes	4 lanes with raised median
Crash Rate	0.53 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 18

STREET ARTESIA BOULEVARD
FROM SANTA FE AVENUE
CERTIFICATION DATE 5/29/2024
TO SUSANA ROAD / HARBOR DRIVE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	2:00PM	**50th Percentile Speed**	32 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	65%	**2010 ET Recommendation**	45 mph
Average Daily Traffic (ADT)	8315	**2016 ET Recommendation**	45 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Santa Fe Ave, Susana Rd/Harbor Rd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Northside only		
Lighting	Both sides		
Segment Length	0.40 miles	**Width**	90 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, College		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.27 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 19

STREET ATLANTIC AVENUE
FROM ALONDRA BOULEVARD
TO SOUTH CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/24/2024	**85th Percentile Speed**	44 mph
Time of Speed Survey	10:43AM	**50th Percentile Speed**	38 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	34-43 mph		
Percentage of Vehicles in Pace	73%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	18513	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	74 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes
Crash Rate	0.10 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 20

STREET BRADFIELD AVENUE
FROM ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024
TO COMPTON BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	2/8/2024	**85th Percentile Speed**	29 mph
Time of Speed Survey	9:19 AM	**50th Percentile Speed**	25 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	21-30 mph		
Percentage of Vehicles in Pace	74%	**2010 ET Recommendation**	25 mph
Average Daily Traffic (ADT)	2905	**2016 ET Recommendation**	30 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, Compton Ave		
Marked X-Walks	at Traffic Signal, Pixley St, Bales St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	28 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Residential, school		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 21

STREET BULLIS ROAD
FROM COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024
TO ROSECRANS AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	11:24AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	81%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	10026	**2016 ET Recommendation**	30 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Rosecrans Ave; All Way Stop at Palmer St		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	60 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Industrial, residential, park, cemetary		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	2 lanes with 2-way left-turn
Crash Rate	0.18 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 22

STREET BULLIS ROAD
FROM ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024
TO NORTH CITY LIMITS

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	11:01AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	82%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	12979	**2016 ET Recommendation**	30 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, Pine St; All Way Stop at Orchard St		
Marked X-Walks	at Traffic Signal; Queensdale St, Tucker St, McMillan St, Pine St, sou		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.65 miles	**Width**	54 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 23

STREET CENTRAL AVENUE
FROM SOUTH CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO GREENLEAF BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	43 mph
Time of Speed Survey	1:27PM	**50th Percentile Speed**	37 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	65%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	26932	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Radbard St, Artesia Blvd (E), Artesia Blvd (W), Walnut St, STG Driveway, Greenleaf Blvd		
Marked X-Walks	at Radbard St, Artesia Blvd (E), Artesia Blvd (W), Walnut St, Greenle		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.70 miles	**Width**	82 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes with raised median
Crash Rate	0.15 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 24

STREET CENTRAL AVENUE
FROM GREENLEAF BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	42 mph
Time of Speed Survey	1:06PM	**50th Percentile Speed**	36 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	71%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	24576	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Caldwell St, Alondra Blvd, 156th St, Compton Blvd		
Marked X-Walks	Reeve St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.10 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential, cemetary, airport, commercial, school		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes with raised medians and bike lanes
Crash Rate	0.10 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 25

STREET CENTRAL AVENUE
FROM COMPTON BOULEVARD
TO ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	12:48PM	**50th Percentile Speed**	32 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	83%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	22495	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Brazil St, Rosecrans Ave		
Marked X-Walks	at Traffic Signal, 144th St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	74 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Commercial, residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 26

STREET CENTRAL AVENUE
FROM ROSECRANS AVENUE
TO NORTH CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	42 mph
Time of Speed Survey	12:28PM	**50th Percentile Speed**	36 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	66%	**2010 ET Recommendation**	45 mph
Average Daily Traffic (ADT)	25046	**2016 ET Recommendation**	45 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, 139th St, Piru St, 135th St, Central St		
Marked X-Walks	at Traffic Signal, and 134th St, 131st St		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.00 miles	**Width**	78 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential, industrial, commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	4
Number of Lanes	4 lanes with two-way left-turn lane and bike lanes
Crash Rate	0.15 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 27

STREET COMPTON AVENUE
FROM SLATER AVENUE
TO EL SEGUNDO BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	32 mph
Time of Speed Survey	9:19AM	**50th Percentile Speed**	28 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	23-32 mph		
Percentage of Vehicles in Pace	77%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	2821	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at El Segnundo Blvd; All Way Stop at 132nd St, 130th St		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.41 miles	**Width**	56 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	25 mph
Justification	Hidden Driveways, adjacent to a school

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 28

STREET COMPTON BOULEVARD
FROM WEST CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO WILMINGTON AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	1:26PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	76%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	23101	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wadsworth Ave, Deodora Ave, Central Ave, Tajauta Ave, Dwight Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal and Goleta St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.30 miles	**Width**	60 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes
Crash Rate	0.09 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 29

STREET COMPTON BOULEVARD
FROM WILMINGTON AVENUE
TO ACACIA AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	1:09PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	72%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	23820	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wilmington Ave, Aranbe Ave, Oleander Ave, Acacia Ave		
Marked X-Walks	at Traffic Signal and Matthisen Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.62 miles	**Width**	54 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	4
Number of Lanes	4 lanes
Crash Rate	0.25 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Uncontrolled Crosswalk, Moderate Pedestrian Use, Maintain Uniformity with Adjacent Segments

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 30

STREET COMPTON BOULEVARD
FROM ACACIA AVENUE
TO SANTA FE AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	37 mph
Time of Speed Survey	12:49PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	83%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	18175	**2016 ET Recommendation**	35 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Acacia Ave, Willowbrook Ave (W), Willowbrook Ave (E), Douglas Dollarhide Dr, Alameda St (W), Alameda St (E),		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.60 miles	**Width**	84 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Light
Vertical Curve	Slight, at train tracks		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Commercial, Civic Center		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 31

STREET COMPTON BOULEVARD
FROM SANTA FE AVENUE
TO BULLIS ROAD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	43 mph
Time of Speed Survey	12:30PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	64%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	25607	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Santa Fe Ave, Mayo Ave, Long Beach Blvd, Bullis Rd		
Marked X-Walks	at Traffic Signal and Sloan Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	84 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 32

STREET COMPTON BOULEVARD
FROM BULLIS ROAD
TO EAST CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	12:12PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	75%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	23340	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Bullis Rd, Bradfield Ave, Harris Ave, Atlantic Ave, Gibson Ave, Clinton Elem Drwy		
Marked X-Walks	at Traffic Signal and Holly Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.40 miles	**Width**	80 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes
Crash Rate	0.03 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 33

STREET EL SEGUNDO BOULEVARD
FROM CENTRAL AVENUE
TO WILMINGTON AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	44 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	37 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	32-41 mph		
Percentage of Vehicles in Pace	65%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	24889	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Central Ave, Parmelee Ave, Compton Ave, Grandee Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.86 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential, industrial, High School		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	7
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.30 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 34

STREET GREENLEAF BOULEVARD
FROM CENTRAL AVENUE
CERTIFICATION DATE 5/29/2024
TO WILLOWBROOK AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	3:40PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	78%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	13459	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Central Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal and Greenleaf Dr, Center Ave, Willowbrook Ave (W		
Sidewalks	Both sides		
On-Street Parking	North side only		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.44 miles	**Width**	50 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Slight, at train tracks		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial, cemetary		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	2 lanes with two-way left-turn lane and bike lanes
Crash Rate	0.14 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 35

STREET GREENLEAF BOULEVARD
FROM WILLOWBROOK AVENUE
TO LONG BEACH BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/24/2024	**85th Percentile Speed**	41 mph
Time of Speed Survey	12:53PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	75%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	13517	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Tamarind Ave, Alameda St (W), Alameda St (E), Santa Fe Ave, Long Beach Blvd		
Marked X-Walks	at Traffic Signal and Willowbrook Ave (E)		
Sidewalks	Both sides		
On-Street Parking	North side only		
Driveways	North side only		
Lighting	Both sides		
Segment Length	1.00 miles	**Width**	52 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Slight, at train tracks		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes with two-way left-turn lane and bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 36

STREET GREENLEAF BOULEVARD
FROM LONG BEACH BOULEVARD
CERTIFICATION DATE 5/29/2024
TO EAST CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/24/2024	**85th Percentile Speed**	37 mph
Time of Speed Survey	11:20AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	77%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	4317	**2016 ET Recommendation**	35 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Long Beach Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	North side only		
On-Street Parking	None		
Driveways	North side only		
Lighting	North side only		
Segment Length	0.70 miles	**Width**	20 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, nursery		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 37

STREET LONG BEACH BOULEVARD
FROM SOUTH CITY LIMIT
TO ALONDRA BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	12:39PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	77%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	24948	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Temple Ave, Elizabeth St, Alondra Blvd		
Marked X-Walks	at Traffic Signal and Bennett St, Caldwell St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	70 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes with two-way left-turn lane
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 38

STREET LONG BEACH BOULEVARD
FROM ALONDRA BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	1:03PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	79%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	27899	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	atTraffic Signal and Laurel St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	70 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes with raised median
Crash Rate	0.07 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 39

STREET LONG BEACH BOULEVARD
FROM COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024
TO ROSECRANS AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	1:19PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	80%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	25750	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Palmer St		
Marked X-Walks	at Traffic Signal and Elm St, Pattie Ct		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	70 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes with raised median
Crash Rate	0.07 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 40

STREET LONG BEACH BOULEVARD
FROM ROSECRANS AVENUE
TO NORTH CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	1:40PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	79%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	32359	**2016 ET Recommendation**	35 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, Tucker St, Pine St		
Marked X-Walks	at Traffic Signal and Golden St, Arlington St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.55 miles	**Width**	70 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 41

STREET MANVILLE STREET
FROM WEST CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO EAST CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	37 mph
Time of Speed Survey	11:26AM	**50th Percentile Speed**	29 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	24-33 mph		
Percentage of Vehicles in Pace	54%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	3537	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alameda St; 1-way Stop at Wilmington Ave		
Marked X-Walks	None		
Sidewalks	None		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.10 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.23 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 42

STREET McMILLAN STREET
FROM THORSON AVENUE
CERTIFICATION DATE 5/29/2024
TO EAST CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/30/2024	**85th Percentile Speed**	30 mph
Time of Speed Survey	2:47PM	**50th Percentile Speed**	25 mph
Number of Survey Samples	200	**Posted Speed Limit**	25 mph
10 mph Pace	21-30 mph		
Percentage of Vehicles in Pace	81%	**2010 ET Recommendation**	25 mph
Average Daily Traffic (ADT)	3011	**2016 ET Recommendation**	25 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	All Way Stop at Thorson Ave, Waldorf Dr, Gibson Ave; 2-way stop at Atlantic Ave,		
Marked X-Walks	at Thorson Ave, Gibson Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.61 miles	**Width**	50 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	25 mph
Justification	Hidden Driveways

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 43

STREET PALMER STREET
FROM ALAMEDA STREET
CERTIFICATION DATE 5/29/2024
TO SANTA FE AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2024	**85th Percentile Speed**	30 mph
Time of Speed Survey	9:53AM	**50th Percentile Speed**	26 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	21-30 mph		
Percentage of Vehicles in Pace	68%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	4975	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alameda St (E), Willow Ave, Santa Fe Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.23 miles	**Width**	50 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 44

STREET PALMER STREET
FROM SANTA FE AVENUE
CERTIFICATION DATE 5/29/2024
TO LONG BEACH BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2024	**85th Percentile Speed**	35 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	26-35 mph		
Percentage of Vehicles in Pace	73%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	5626	**2016 ET Recommendation**	30 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Santa Fe Ave, Long Beach Blvd; All Way Stop at Mayo Ave, Poinsetta Ave		
Marked X-Walks	at Traffic Signal and All Way Stop		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.43 miles	**Width**	60 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Hidden Driveways

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 45

STREET PARMELEE AVENUE
FROM 138TH STREET
CERTIFICATION DATE 5/29/2024
TO EL SEGUNDO BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	31 mph
Time of Speed Survey	10:41AM	**50th Percentile Speed**	26 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	21-30 mph		
Percentage of Vehicles in Pace	78%	**2010 ET Recommendation**	25 mph
Average Daily Traffic (ADT)	2698	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at El Segundo Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.72 miles	**Width**	38 feet
Pedestrian Traffic	Moderate	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	2
Number of Lanes	2 lanes
Crash Rate	0.94 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 46

STREET ROSECRANS AVENUE
FROM WEST CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO WILMINGTON AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	10:35AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	82%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	30332	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Standford Ave, McKinley Ave, Aprilia Ave, Central Ave, Parmalelee Ave, Tajaunta Ave, Dwight Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal and Kemp Ave		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.46 miles	**Width**	78 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	5
Number of Lanes	4 lanes with raised median
Crash Rate	0.10 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 47

STREET ROSECRANS AVENUE
FROM WILMINGTON AVENUE
CERTIFICATION DATE 5/29/2024
TO ACACIA AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	10:13AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	74%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	31818	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wilmington Ave, Matthisen Ave, Aranbe Ave, Oleander Ave, Acacia Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.60 miles	**Width**	74 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	2
Number of Lanes	4 lanes with raised median
Crash Rate	0.10 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 48

STREET ROSECRANS AVENUE
FROM ACACIA AVENUE
TO SANTA FE AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	9:57AM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	83%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	45110	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Acacia Ave, Willowbrook Ave (W), Alameda St (W), Alameda St (E), Santa Fe Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.61 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 49

STREET ROSECRANS AVENUE
FROM SANTA FE AVENUE
TO BULLIS ROAD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	9:34AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	73%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	27557	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Santa Fe Ave, Mayo Ave, Long Beach Blvd, Bullis Rd		
Marked X-Walks	at Traffic Signal and Pearl Ave, Sloan Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 50

STREET ROSECRANS AVENUE
FROM BULLIS ROAD
TO EAST CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	42 mph
Time of Speed Survey	9:16AM	**50th Percentile Speed**	37 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	31-40 mph		
Percentage of Vehicles in Pace	71%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	30518	**2016 ET Recommendation**	40 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Bullis Rd, Bradfield Ave, Pannes Ave, Harris Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.53 miles	**Width**	76 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 51

STREET SANTA FE AVENUE
FROM ARTESIA BOULEVARD
TO GREENLEAF BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	45 mph
Time of Speed Survey	3:26PM	**50th Percentile Speed**	38 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	33-42 mph		
Percentage of Vehicles in Pace	60%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	41188	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Artesia Blvd, Greenleaf Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.47 miles	**Width**	80 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.14 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 52

STREET SANTA FE AVENUE
FROM GREENLEAF BOULEVARD
TO ALONDRA BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	46 mph
Time of Speed Survey	3:07PM	**50th Percentile Speed**	40 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	35-44 mph		
Percentage of Vehicles in Pace	66%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	26910	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Alondra Blvd		
Marked X-Walks	atTraffic Signal		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	80 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	7
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.48 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 53

STREET SANTA FE AVENUE
FROM ALONDRA BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	2:44PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	76%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	33699	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	at Traffic Signal and Cypress St, Laurel St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	74 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 54

STREET SANTA FE AVENUE
FROM COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024
TO ROSECRANS AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	2:25PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	78%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	26242	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Palmer St, Rosecrans Ave		
Marked X-Walks	at Traffic Signal and Elm St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	80 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	5
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.35 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 55

STREET SANTA FE AVENUE
FROM ROSECRANS AVENUE
TO NORTH CITY LIMIT
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/19/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	2:05PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	79%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	19869	**2016 ET Recommendation**	40 mph
Date of ADT	2/13/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, Tucker St, Pine St, El Segundo Blvd		
Marked X-Walks	at Traffic Signal and Peck St, Santa Fe Village, Oaks St, Banning Ave		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.23 miles	**Width**	68 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	5
Number of Lanes	4 lanes with painted median and bike lanes
Crash Rate	0.19 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 56

STREET VICTORIA STREET
FROM WILMINGTON AVENUE
TO APRA STREET
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	9:36AM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	53%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	10923	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	None		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.24 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 57

STREET VICTORIA STREET
FROM APRA STREET
CERTIFICATION DATE 5/29/2024
TO SOUTH CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/26/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	30 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	23-32 mph		
Percentage of Vehicles in Pace	55%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	8883	**2016 ET Recommendation**	45 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	None		
Marked X-Walks	None		
Sidewalks	None		
On-Street Parking	West side only		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.44 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	2
Number of Lanes	4 lanes
Crash Rate	0.47 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 58

STREET WALNUT STREET
FROM WEST CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO WILMINGTON AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	1:49PM	**50th Percentile Speed**	28 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	20-29 mph		
Percentage of Vehicles in Pace	53%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	3839	**2016 ET Recommendation**	35 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Central Ave, Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	North side only		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.70 miles	**Width**	62 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 59

STREET WALNUT STREET
FROM WILMINGTON AVENUE
TO ACACIA AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/29/2024	**85th Percentile Speed**	42 mph
Time of Speed Survey	3:05PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	31-40 mph		
Percentage of Vehicles in Pace	53%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	3675	**2016 ET Recommendation**	35 mph
Date of ADT	1/25/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Wilmington Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.64 miles	**Width**	64 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	2
Number of Lanes	2 lanes with raised median
Crash Rate	0.78 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain Uniformity with Adjacent Segments

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 60

STREET WILLOWBROOKAVE (EAST) **CERTIFICATION DATE** 5/29/2024

FROM GREENLEAF BOULEVARD **TO** ALONDRA BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/30/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	33 mph
Number of Survey Samples	128	**Posted Speed Limit**	30 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	58%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	1910	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Alondra Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	East side only		
On-Street Parking	East side only		
Driveways	East side only		
Lighting	East side only		
Segment Length	0.50 miles	**Width**	36 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2010 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 61

STREET WILLOWBROOKAVE (EAST) **CERTIFICATION DATE** 5/29/2024
FROM ALONDRA BOULEVARD **TO** PALMER STREET

OPERATING CHARACTERISTICS

Date of Speed Survey	1/30/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	11:03AM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	66%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	2011	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	East side only		
On-Street Parking	East side only		
Driveways	East side only		
Lighting	East side only		
Segment Length	0.50 miles	**Width**	36 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 62

STREET WILLOWBROOKAVE (EAST) **CERTIFICATION DATE** 5/29/2024

FROM 500' SOUTH OF ELM STREET **TO** ROSECRANS AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/30/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	12:42PM	**50th Percentile Speed**	30 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	26-35 mph		
Percentage of Vehicles in Pace	70%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	3225	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Rosecrans Ave		
Marked X-Walks	at Traffic Signal and Elm St		
Sidewalks	East side only		
On-Street Parking	East side only		
Driveways	East side only		
Lighting	East side only		
Segment Length	0.50 miles	**Width**	40 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Commercial, residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Maintain 2016 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
Nicolle Spann	**Date**	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 63

STREET WILLOWBROOKAVE (WEST) **CERTIFICATION DATE** 5/29/2024

FROM GREENLEAF BOULEVARD **TO** ALONDRA BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/24/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	1:37PM	**50th Percentile Speed**	30 mph
Number of Survey Samples	200	**Posted Speed Limit**	30 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	59%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	3316	**2016 ET Recommendation**	30 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Alondra Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Westside only		
On-Street Parking	West side only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	26 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	2 lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Hidden Driveways

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 64

STREET WILLOWBROOKAVE (WEST) **CERTIFICATION DATE** 5/29/2024

FROM ALONDRA BOULEVARD **TO** COMPTON BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/24/2024	**85th Percentile Speed**	36 mph
Time of Speed Survey	2:54PM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	26-35 mph		
Percentage of Vehicles in Pace	76%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	4763	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Westside only		
On-Street Parking	West side only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	32 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential, Civic Center		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	2 lanes
Crash Rate	0.38 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Maintain Uniformity with Adjacent Segments

Field Study By EJM **Checked By**

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 65

STREET WILLOWBROOKAVE (WEST) **CERTIFICATION DATE** 5/29/2024

FROM COMPTON BOULEVARD **TO** ROSECRANS AVENUE

OPERATING CHARACTERISTICS

Date of Speed Survey	1/30/2024	**85th Percentile Speed**	31 mph
Time of Speed Survey	1:57PM	**50th Percentile Speed**	26 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	22-31 mph		
Percentage of Vehicles in Pace	72%	**2010 ET Recommendation**	30 mph
Average Daily Traffic (ADT)	4962	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Rosecrans Ave		
Marked X-Walks	at Traffic Signal and Elm St		
Sidewalks	Westside only		
On-Street Parking	West side only		
Driveways	Westside only		
Lighting	Westside only		
Segment Length	0.50 miles	**Width**	26 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Good		
Roadway Conditions	Fair		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	2 lanes
Crash Rate	1.10 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 66

STREET WILMINGTON AVENUE
FROM SOUTH CITY LIMIT
CERTIFICATION DATE 5/29/2024
TO GREENLEAF BOULEVARD

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	38 mph
Time of Speed Survey	3:13PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	79%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	34786	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Victoria St, 2121 Wilmington Ave, Artesia Blvd (E), Artesia Blvd (W), Walnut St, Carob St, Greenleaf Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	None		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.88 miles	**Width**	84 feet
Pedestrian Traffic	Light	**Truck Traffic**	Heavy
Vertical Curve	Yes		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Industrial		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	7
Number of Lanes	4 lanes with raised median
Crash Rate	0.21 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

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Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 67

STREET WILMINGTON AVENUE
FROM GREENLEAF BOULEVARD
TO ALONDRA BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	40 mph
Time of Speed Survey	2:50PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	72%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	22089	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Greenleaf Blvd, Caldwell St, Alondra Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	East side only		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	54 feet
Pedestrian Traffic	Light	**Truck Traffic**	Moderate
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes
Crash Rate	0.25 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Maintain 2016 E&T Recommendation

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 68

STREET WILMINGTON AVENUE
FROM ALONDRA BOULEVARD
TO COMPTON BOULEVARD
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	39 mph
Time of Speed Survey	2:27PM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	31-40 mph		
Percentage of Vehicles in Pace	79%	**2010 ET Recommendation**	40 mph
Average Daily Traffic (ADT)	20419	**2016 ET Recommendation**	40 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Alondra Blvd, Laurel St, Compton Blvd		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	None		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	74 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Residential, airport		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	3
Number of Lanes	4 lanes with two-way left-turn lane
Crash Rate	0.27 crashes/MVM
Statewide Average Crash Rate	0.66 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 69

STREET WILMINGTON AVENUE
FROM COMPTON BOULEVARD
TO ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	41 mph
Time of Speed Survey	2:10PM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	75%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	21723	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Compton Blvd, Poplar St, Rosecrans Ave		
Marked X-Walks	at Traffic Signal		
Sidewalks	Both sides		
On-Street Parking	West side only		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	0.50 miles	**Width**	84 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	None		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	0
Number of Lanes	4 lanes with raised median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Hidden Driveways, Maintain Uniformity with Adjacent Segments

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

CITY OF COMPTON

2024 ENGINEERING AND TRAFFIC SURVEY

Segment 70

STREET WILMINGTON AVENUE
FROM ROSECRANS AVENUE
CERTIFICATION DATE 5/29/2024
TO NORTH CITY LIMIT

OPERATING CHARACTERISTICS

Date of Speed Survey	1/23/2024	**85th Percentile Speed**	37 mph
Time of Speed Survey	1:51PM	**50th Percentile Speed**	33 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	83%	**2010 ET Recommendation**	35 mph
Average Daily Traffic (ADT)	20903	**2016 ET Recommendation**	35 mph
Date of ADT	1/30/2024		

ROADWAY CHARACTERISTICS

Traffic Control	Traffic Signal at Rosecrans Ave, 139th St, Stockwell St, 131st St, El Segundo Blvd		
Marked X-Walks	at Traffic Signal and 133rd St		
Sidewalks	Both sides		
On-Street Parking	Both sides		
Driveways	Both sides		
Lighting	Both sides		
Segment Length	1.00 miles	**Width**	80 feet
Pedestrian Traffic	Light	**Truck Traffic**	Light
Vertical Curve	None		
Horizontal Curve	Yes		
Visibility	Fair		
Roadway Conditions	Good		
Adjacent Land Use	Residential		

CRASH HISTORY

Date Range	1/1/2018-12/31/2020
Total Crashes	1
Number of Lanes	4 lanes with raised median and bike lanes
Crash Rate	0.04 crashes/MVM
Statewide Average Crash Rate	.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to the 85th Speed

Field Study By EJM **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Compton was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/29/2024	TE 2933
	Date	**State Registration Number**

APPENDIX B

Radar Speed Distribution Forms

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 12:47PM **TO** 2:47PM

FOR ROADWAY: EAST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48		0	0	0	
47	XX	2	0	2	
46	X	0	1	1	
45	XXX	0	3	3	
44	XX	1	1	2	
43	XXXXXXX	3	4	7	
42	XXXXXXX	3	4	7	
41	XXXXX	3	2	5	
40	XXXXXXXX	4	4	8	
39	XXXXXXXXXX	4	6	10	
38	XXXXXXXXXX	3	7	10	
37	XXXXXXXXXXX	5	6	11	
36	XXXXXXXXXXXXXXXXX	9	7	16	
35	XXXXXXXXXX	7	3	10	*
34	XXXXXXXXX	5	4	9	*
33	XXXXXXXXXXXX	6	6	12	*
32	XXXXXXXXXXXXX	7	6	13	P
31	XXXXXXXXXXXX	7	5	12	A
30	XXXXXXXXXXXXXX	7	7	14	C
29	XXXXXXXXX	5	4	9	E
28	XXXXXXX	4	3	7	*
27	XXX	1	2	3	*
26	XXXX	2	2	4	*
25	XXXXXXX	4	3	7	
24	XXX	2	1	3	
23		0	0	0	
22	XXX	1	2	3	
21	XX	1	1	2	
20	XX	2	0	2	
19	XXX	1	2	3	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15	X	1	0	1	
		100	**97**	**197**	

LIMITS (BTN): AUTO DR AND GREENLEAF BLVD

OBSERVATION POINT: NORTH OF EAZY ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**40**	**41**	**40**	**M.P.H.**
50TH %:	33	35	34	M.P.H.
15TH %:	27	28	28	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	30 - 39	M.P.H.
% IN PACE:	62%	59%	59%	
% OVER PACE:	23%	21%	18%	
% UNDER PACE:	15%	21%	22%	
ARITHMETIC MEAN:	33	34	34	M.P.H.
SAMPLE VARIANCE:	38	41	40	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.38	0.42	0.20	
STD. ERROR OF THE MEAN:	0.62	0.65	0.45	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 2:50PM **TO** 3:43PM

FOR ROADWAY: EAST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	0	1	1	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	XX	0	2	2	
50	X	0	1	1	
49	XXX	1	2	3	
48	X	0	1	1	
47	XX	0	2	2	
46	XX	1	1	2	
45	XXXX	2	2	4	
44	X	0	1	1	
43	XXXX	1	3	4	
42	XXXXXXXX	3	5	8	
41	XXXX	2	2	4	
40	XXXX	3	1	4	
39	XXXXXXXXX	2	7	9	
38	XXXX	3	1	4	
37	XXXXXXXXXXXXXXXXXX	8	10	18	
36	XXXXXXXXX	3	6	9	
35	XXXXXXXXXXXXXXXXX	7	10	17	*
34	XXXXXXXXXXXXXXX	6	9	15	*
33	XXXXXXXXX	3	6	9	*
32	XXXXXXXXXX	9	2	11	P
31	XXXXXXXXX	2	7	9	A
30	XXXXXXX	5	2	7	C
29	XXXXXXXXXX	6	4	10	E
28	XXXXXXX	7	0	7	*
27	XXXXXXX	4	3	7	*
26	XXXXX	3	1	4	*
25	XXXXX	3	2	5	
24	XXXX	4	0	4	
23	XX	2	0	2	
22	XXXXXX	3	3	6	
21	X	0	1	1	
20	XXX	1	2	3	
19	XX	2	0	2	
18	X	1	0	1	
17	XXX	3	0	3	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): GREENLEAF BLVD AND COMPTON BLVD

OBSERVATION POINT: 1306 E. ALAMEDA ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**43**	**41**	**M.P.H.**
50TH %:	32	35	34	M.P.H.
15TH %:	24	29	26	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	28 - 37	M.P.H.
% IN PACE:	56%	60%	56%	
% OVER PACE:	18%	24%	25%	
% UNDER PACE:	26%	16%	19%	
ARITHMETIC MEAN:	32	36	34	M.P.H.
SAMPLE VARIANCE:	48	53	55	
STANDARD DEVIATION:	7	7	7	M.P.H.
VARIANCE OF THE MEAN:	0.48	0.53	0.27	
STD. ERROR OF THE MEAN:	0.69	0.73	0.52	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 9:54AM **TO** 10:48AM

FOR ROADWAY: EAST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52	X	0	1	1	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	1	0	1	
46		0	0	0	
45	X	0	1	1	
44		0	0	0	
43	X	1	0	1	
42	XX	0	2	2	
41	XX	1	1	2	
40	XXX	1	2	3	
39	XXXXXXX	1	6	7	
38	XXXXXXXXXX	2	8	10	
37	XXXXXXXXXXXXX	3	10	13	
36	XXXXXXXX	5	3	8	
35	XXXXXXXXX	3	6	9	*
34	XXXXXXXXXXX	2	9	11	*
33	XXXXXXXXXXXXXXXXXX	7	11	18	*
32	XXXXXXXXXXXXXXXXX	10	7	17	PACE
31	XXXXXXXXXXXXXXX	10	4	14	
30	XXXXXXXXXXXXXXX	7	7	14	
29	XXXXXXXX	5	3	8	
28	XXXXXXXXXXXX	10	2	12	*
27	XXXXXXXX	5	3	8	*
26	XXXXXXXX	6	2	8	*
25	XXXXXXXXXX	4	6	10	
24	XXXXXXXX	7	1	8	
23	XXXXX	3	2	5	
22	XXXX	3	1	4	
21	XXX	1	2	3	
20	X	1	0	1	
19		0	0	0	
18	X	1	0	1	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF ELM ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**35**	**38**	**37**	**M.P.H.**
50TH %:	30	33	32	M.P.H.
15TH %:	24	27	25	M.P.H.
10 MPH PACE:	24 - 33	30 - 39	28 - 37	M.P.H.
% IN PACE:	71%	71%	62%	
% OVER PACE:	20%	7%	14%	
% UNDER PACE:	9%	22%	24%	
ARITHMETIC MEAN:	30	33	32	M.P.H.
SAMPLE VARIANCE:	27	30	30	
STANDARD DEVIATION:	5	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.27	0.30	0.15	
STD. ERROR OF THE MEAN:	0.52	0.54	0.39	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 9:00AM **TO** 9:51AM

FOR ROADWAY: EAST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63	X	0	1	1	
62		0	0	0	
61	X	0	1	1	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57	X	1	0	1	
56	X	1	0	1	
55		0	0	0	
54	X	1	0	1	
53	X	0	1	1	
52	X	0	1	1	
51	XX	0	2	2	
50	XXX	3	0	3	
49	XX	1	1	2	
48	XXX	1	2	3	
47	XX	1	1	2	
46	XXXX	4	0	4	
45	XX	1	1	2	
44	XXXXX	1	4	5	
43	XXXXXXXX	2	6	8	
42	XXXXXXX	1	6	7	
41	XXXXXXXX	4	4	8	
40	XXXXXXXXXX	3	7	10	
39	XXXXXXXXXX	6	5	11	
38	XXXXXXXXXXXX	5	7	12	
37	XXXXXXXXXX	8	3	11	
36	XXXXXXXXXXXX	8	5	13	
35	XXXXXXXXXXXXX	7	7	14	*
34	XXXXXXXXX	6	3	9	*
33	XXXXXXXXXX	5	5	10	*
32	XXXXXXXXX	7	2	9	P
31	XXXXXXX	2	5	7	A
30	XXXXXXXX	5	3	8	C
29	XXXXXXXXX	3	6	9	E
28	XXXX	2	2	4	*
27	XXXXXXX	2	5	7	*
26	XXX	1	2	3	*
25	XX	2	0	2	
24	X	0	1	1	
23	XX	2	0	2	
22		0	0	0	
21	XX	2	0	2	
20	XXX	2	1	3	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 1500 E. ALAMEDA ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**43**	**43**	**43**	**M.P.H.**
50TH %:	36	37	36	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	32 - 41	35 - 44	32 - 41	M.P.H.
% IN PACE:	59%	54%	54%	
% OVER PACE:	18%	11%	23%	
% UNDER PACE:	23%	35%	24%	
ARITHMETIC MEAN:	36	37	37	M.P.H.
SAMPLE VARIANCE:	56	57	57	
STANDARD DEVIATION:	8	8	8	M.P.H.
VARIANCE OF THE MEAN:	0.56	0.57	0.28	
STD. ERROR OF THE MEAN:	0.75	0.76	0.53	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 12:27PM **TO** 12:43PM

FOR ROADWAY: WEST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XXXX	4	0	4	
42	X	0	1	1	
41	XXX	1	2	3	
40	XXXXXXXX	2	7	9	
39	XXXXXXXXXXXXXXX	4	11	15	
38	XXXXXXXXXXXXXXX	7	8	15	
37	XXXXXXXXXXXXXXXXX	4	14	18	
36	XXXXXXXXXXXXXXXXXX	8	11	19	
35	XXXXXXXXXXXXXXXX	12	5	17	*
34	XXXXXXXXXXXXXXXXXXXXX	13	8	21	*
33	XXXXXXXXXXXXXX	9	6	15	*
32	XXXXXXXXXXXXXXX	5	11	16	PACE
31	XXXXXXXX	4	4	8	
30	XXXXXXXXXXXXXXXXXX	11	7	18	
29	XXXXXXX	4	3	7	
28	XXXXXXXX	6	1	7	*
27	XXX	2	1	3	*
26	XX	2	0	2	*
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOUTH CITY LIMIT AND GREENLEAF BLVD

OBSERVATION POINT: NORTH OF EAZY ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**39**	**39**	**M.P.H.**
50TH %:	34	36	35	M.P.H.
15TH %:	29	31	30	M.P.H.
10 MPH PACE:	30 - 39	31 - 40	30 - 39	M.P.H.
% IN PACE:	77%	85%	81%	
% OVER PACE:	8%	3%	9%	
% UNDER PACE:	15%	12%	10%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	17	12	15	
STANDARD DEVIATION:	4	3	4	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.12	0.08	
STD. ERROR OF THE MEAN:	0.41	0.35	0.27	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 12:06PM **TO** 12:22PM

FOR ROADWAY: WEST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59	X	0	1	1	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	1	0	1	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	1	0	1	
50	X	1	0	1	
49	XX	0	2	2	
48		0	0	0	
47	XX	2	0	2	
46	XX	1	1	2	
45	XXXXX	3	2	5	
44	X	1	0	1	
43	XXXXXXXX	5	3	8	
42	XXXXXXX	5	2	7	
41	XXXXXXXXX	6	3	9	
40	XXXXXXXXXXXXXX	8	6	14	
39	XXXXXXXXXXXXXX	9	5	14	
38	XXXXXXXXXXXXXX	8	6	14	
37	XXXXXXXXXXXXXXXXXX	10	8	18	
36	XXXXXXXXXXXXXX	6	8	14	
35	XXXXXXXXXXXXXX	2	12	14	*
34	XXXXXXXXXXXXX	6	7	13	*
33	XXXXXXXXXXXXXXXXXX	8	10	18	*
32	XXXXXXXXXX	4	7	11	PACE
31	XXXXXXXX	4	4	8	
30	XXXXXX	2	4	6	
29	XXXXXXX	1	6	7	
28	XXXXX	4	1	5	*
27	XXXX	2	2	4	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: SOUTH OF RAYMOND ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**42**	**40**	**42**	**M.P.H.**
50TH %:	38	35	36	M.P.H.
15TH %:	32	31	31	M.P.H.
10 MPH PACE:	33 - 42	31 - 40	32 - 41	M.P.H.
% IN PACE:	68%	73%	70%	
% OVER PACE:	15%	14%	16%	
% UNDER PACE:	17%	13%	15%	
ARITHMETIC MEAN:	38	36	37	M.P.H.
SAMPLE VARIANCE:	29	26	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.26	0.14	
STD. ERROR OF THE MEAN:	0.53	0.51	0.37	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 11:43AM **TO** 12:02PM

FOR ROADWAY: WEST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	1	0	1	
47		0	0	0	
46	X	0	1	1	
45	X	0	1	1	
44	XXXXXX	5	1	6	
43	XXX	1	2	3	
42	X	0	1	1	
41	XX	2	0	2	
40	XXXXXX	5	1	6	
39	XXXXXX	6	0	6	
38	XXXXXXXX	6	2	8	
37	XXXXX	1	4	5	
36	XXXXXXXXXXXXXXXX	4	12	16	
35	XXXXXXXXXXXXX	5	8	13	*
34	XXXXXXXXXXXXXX	4	10	14	*
33	XXXXXXXXXXXXXXXXXX	9	9	18	*
32	XXXXXXXXXX	6	6	12	P
31	XXXXXXXXXXX	5	6	11	A
30	XXXXXXXXXXXXXXXXXXXXXXXX	11	12	23	C
29	XXXXXXXXXX	3	8	11	E
28	XXXXXXXXXXXXXXXXX	10	7	17	*
27	XXXXXXXX	4	4	8	*
26	XXXXXXX	7	0	7	*
25	XXXXX	3	2	5	
24	XXXXX	2	3	5	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF INDIGO ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**36**	**38**	**M.P.H.**
50TH %:	32	33	33	M.P.H.
15TH %:	27	28	28	M.P.H.
10 MPH PACE:	26 - 35	28 - 37	27 - 36	M.P.H.
% IN PACE:	64%	82%	72%	
% OVER PACE:	31%	9%	20%	
% UNDER PACE:	5%	9%	9%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	30	20	25	
STANDARD DEVIATION:	6	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.30	0.20	0.13	
STD. ERROR OF THE MEAN:	0.55	0.45	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 11:15AM **TO** 11:37AM

FOR ROADWAY: WEST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46	XX	0	2	2	
45	XX	1	1	2	
44	XXXX	0	4	4	
43	XX	1	1	2	
42	XXX	1	2	3	
41	XXXXXXXX	0	8	8	
40	XXXXX	1	4	5	
39	XXXXXXXXXX	1	9	10	
38	XXXXXXXX	4	4	8	
37	XXXXXXXXXXXXX	4	9	13	
36	XXXXXXXXXXXXXX	3	11	14	
35	XXXXXXXXXXX	3	9	12	*
34	XXXXXXXXXXXXXXXX	8	8	16	*
33	XXXXXXXXXXXXXXXXX	11	6	17	*
32	XXXXXXXXX	7	3	10	P
31	XXXXXXXXXXXXXXXX	10	6	16	A
30	XXXXXXXXXXX	8	3	11	C
29	XXXXXXXXXXXXXXXXX	13	4	17	E
28	XXXXXXXXXXXXXXXX	12	3	15	*
27	XXXXXXX	7	0	7	*
26	XXXXX	4	1	5	*
25	XX	1	1	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF CEDAR ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**41**	**39**	**M.P.H.**
50TH %:	31	36	33	M.P.H.
15TH %:	28	31	29	M.P.H.
10 MPH PACE:	26 - 35	32 - 41	28 - 37	M.P.H.
% IN PACE:	83%	71%	71%	
% OVER PACE:	16%	11%	23%	
% UNDER PACE:	1%	18%	7%	
ARITHMETIC MEAN:	32	36	34	M.P.H.
SAMPLE VARIANCE:	16	22	24	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.22	0.12	
STD. ERROR OF THE MEAN:	0.40	0.47	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/25/24 **DAY:** Thursday **TIME PERIOD:** 10:54AM **TO** 11:10AM

FOR ROADWAY: WEST ALAMEDA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64	X	1	0	1	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	0	1	1	
59	XX	1	1	2	
58	X	1	0	1	
57		0	0	0	
56	XX	1	1	2	
55		0	0	0	
54	XXX	2	1	3	
53	XX	1	1	2	
52	XXX	1	2	3	
51	X	1	0	1	
50	XXX	3	0	3	
49	XXXXXXXX	5	3	8	
48	XXXXXX	1	5	6	
47	XXXXXXX	3	4	7	
46	XXXXX	2	3	5	
45	XXXXXXXXX	2	8	10	
44	XXXXXXXXXXXXXXXXXXXX	5	15	20	
43	XXXXXXXXXXXXXXX	9	6	15	
42	XXXXXXXXXXXXX	5	8	13	
41	XXXXXXXXXXXXXXXX	10	6	16	
40	XXXXXXXXXXXXX	8	5	13	
39	XXXXXXXXXXXXX	7	6	13	
38	XXXXXX	4	2	6	
37	XXXXXXXXXXXXXXX	8	7	15	
36	XXXXXXX	2	5	7	
35	XXXX	4	0	4	*
34	XXXX	3	1	4	*
33	XX	0	2	2	*
32		0	0	0	PACE
31	XXXXXXXXX	6	3	9	
30	XXXXXX	4	2	6	
29	X	0	1	1	
28		0	0	0	*
27	X	0	1	1	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 1503 W. ALAMEDA ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**49**	**47**	**48**	**M.P.H.**
50TH %:	41	43	42	M.P.H.
15TH %:	35	36	36	M.P.H.
10 MPH PACE:	35 - 44	36 - 45	36 - 45	M.P.H.
% IN PACE:	62%	68%	64%	
% OVER PACE:	25%	22%	23%	
% UNDER PACE:	13%	10%	14%	
ARITHMETIC MEAN:	42	42	42	M.P.H.
SAMPLE VARIANCE:	46	37	41	
STANDARD DEVIATION:	7	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.46	0.37	0.21	
STD. ERROR OF THE MEAN:	0.68	0.60	0.45	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 11:50AM **TO** 12:14PM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	1	0	1	
59		0	0	0	
58		0	0	0	
57	X	1	0	1	
56		0	0	0	
55	X	1	0	1	
54		0	0	0	
53	X	0	1	1	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	XX	1	1	2	
48	XX	0	2	2	
47		0	0	0	
46	XX	2	0	2	
45	X	0	1	1	
44	XX	0	2	2	
43	XXX	2	1	3	
42	XXXX	1	3	4	
41	XXXXXXX	5	2	7	
40	XXXXXXX	2	5	7	
39	XXXXXXXXXX	6	4	10	
38	XXXXXXXXXXXXX	8	5	13	
37	XXXXXXXXXXXXXXXX	9	7	16	
36	XXXXXXXXXXXXXXXXX	7	10	17	
35	XXXXXXXXXXXXXX	4	11	15	*
34	XXXXXXXXXXXXXXXXXXXXXX	9	12	21	*
33	XXXXXXXXX	3	7	10	*
32	XXXXXXXXXX	5	6	11	P
31	XXXXXXXXXXXXXXXXXXX	15	4	19	A
30	XXXXXXXXXXXXXXXX	6	10	16	C
29	XXXXXXXXXXXXXXXX	10	6	16	E
28	XX	2	0	2	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALAMEDA ST AND LONG BEACH BLVD

OBSERVATION POINT: 408 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**40**	**40**	**M.P.H.**
50TH %:	34	35	35	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	29 - 38	29 - 38	29 - 38	M.P.H.
% IN PACE:	76%	78%	77%	
% OVER PACE:	22%	22%	22%	
% UNDER PACE:	2%	0%	1%	
ARITHMETIC MEAN:	35	36	36	M.P.H.
SAMPLE VARIANCE:	35	23	29	
STANDARD DEVIATION:	6	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.35	0.23	0.14	
STD. ERROR OF THE MEAN:	0.59	0.48	0.38	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 11:02AM **TO** 11:21AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	1	0	1	
60	XX	2	0	2	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	1	0	1	
55	XX	1	1	2	
54	XXX	0	3	3	
53	X	1	0	1	
52	XX	2	0	2	
51		0	0	0	
50	XXXXXX	5	1	6	
49	XX	1	1	2	
48		0	0	0	
47	X	1	0	1	
46	XXX	3	0	3	
45	XXXXX	1	4	5	
44	XXXXXXX	5	2	7	
43	XXXXXXXXX	3	6	9	
42	XXXXXXXXXXXXXXXXX	10	7	17	
41	XXXXXXXX	5	3	8	
40	XXXXXXXXXXXXXXX	9	6	15	
39	XXXXXXXXXXXX	4	8	12	
38	XXXXXXXXXXXXXXXXX	9	7	16	
37	XXXXXXXXXXXXX	8	5	13	
36	XXXXXXXXXXXXXXX	8	7	15	
35	XXXXXXXXXXXX	4	8	12	*
34	XXXXXXXXXXXXXX	4	10	14	*
33	XXXXXXXXXXXXX	7	6	13	*
32	XXX	0	3	3	P
31	XXXX	2	2	4	A
30	XXXXXXX	3	4	7	C
29	XXXXXX	0	6	6	E
28		0	0	0	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMIT AND WILMINGTON AVE

OBSERVATION POINT: 961 W. ALONDRA BLVD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**46**	**43**	**44**	**M.P.H.**
50TH %:	40	37	38	M.P.H.
15TH %:	34	32	33	M.P.H.
10 MPH PACE:	33 - 42	34 - 43	33 - 42	M.P.H.
% IN PACE:	68%	67%	68%	
% OVER PACE:	27%	12%	23%	
% UNDER PACE:	5%	21%	10%	
ARITHMETIC MEAN:	41	38	39	M.P.H.
SAMPLE VARIANCE:	44	33	40	
STANDARD DEVIATION:	7	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.44	0.33	0.20	
STD. ERROR OF THE MEAN:	0.66	0.57	0.45	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 11:27AM **TO** 11:43AM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55	X	1	0	1	
54	X	0	1	1	
53	X	1	0	1	
52		0	0	0	
51	XXX	1	2	3	
50	XXX	3	0	3	
49	XXX	2	1	3	
48	XX	1	1	2	
47	XXXX	0	4	4	
46	XX	1	1	2	
45	XXXXXX	4	2	6	
44	XXXXXXXXX	7	2	9	
43	XXXXXXXX	5	3	8	
42	XXXXXXXXXXXX	2	10	12	
41	XXXXXXXXXXXXX	5	8	13	
40	XXXXXXXXXXXXX	7	6	13	
39	XXXXXXXXXXXX	8	4	12	
38	XXXXXXXXXXXXXXXXXX	11	7	18	
37	XXXXXXXXXXXXXXXXXXX	10	9	19	
36	XXXXXXXXXXXXX	6	7	13	
35	XXXXXXXXX	3	8	11	*
34	XXXXXXXX	6	3	9	*
33	XXXXXXXXXX	3	8	11	*
32	XXXXXX	4	2	6	PACE
31	XXXXXXXX	2	6	8	
30	XXXX	3	1	4	
29	XXXX	2	2	4	
28	XXX	2	1	3	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WILMINGTON AVE AND ALAMEDA ST

OBSERVATION POINT: 616 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**44**	**43**	**44**	**M.P.H.**
50TH %:	38	38	38	M.P.H.
15TH %:	33	33	33	M.P.H.
10 MPH PACE:	36 - 45	33 - 42	33 - 42	M.P.H.
% IN PACE:	65%	70%	66%	
% OVER PACE:	10%	18%	22%	
% UNDER PACE:	25%	12%	13%	
ARITHMETIC MEAN:	39	39	39	M.P.H.
SAMPLE VARIANCE:	32	31	31	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.32	0.31	0.16	
STD. ERROR OF THE MEAN:	0.56	0.55	0.39	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 12:19PM **TO** 12:32PM

FOR ROADWAY: ALONDRA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	1	0	1	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50	XX	1	1	2	
49	XX	1	1	2	
48	X	1	0	1	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	XXX	2	1	3	
43	XXXX	2	2	4	
42	XXX	3	0	3	
41	XXX	1	2	3	
40	XXXXXXXXXX	5	6	11	
39	XXXXXXXX	4	4	8	
38	XXXXXXXXX	5	4	9	
37	XXXXXXXXXXX	9	3	12	
36	XXXXXXXXXXXX	6	6	12	
35	XXXXXXXXXXXXXXX	6	10	16	*
34	XXXXXXXXXXXXXXXXXX	9	10	19	*
33	XXXXXXXXXXXXXXXXX	12	5	17	*
32	XXXXXXXXXXXXXXXXXX	8	11	19	P
31	XXXXXXXXXXXXXXXXXXXXXX	10	13	23	A
30	XXXXXXXXXXXXXXXXXXXX	8	12	20	C
29	XXXXXXXXX	2	7	9	E
28	XXXX	4	0	4	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): LONG BEACH BLVD AND EAST CITY LIMIT

OBSERVATION POINT: 1514 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**39**	**40**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	31	30	30	M.P.H.
10 MPH PACE:	30 - 39	29 - 38	29 - 38	M.P.H.
% IN PACE:	77%	81%	78%	
% OVER PACE:	17%	19%	20%	
% UNDER PACE:	6%	0%	2%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	26	25	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.25	0.13	
STD. ERROR OF THE MEAN:	0.51	0.50	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 10:11AM **TO** 11:22AM

FOR ROADWAY: APRA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52	X	0	1	1	
51		0	0	0	
50	XXX	1	2	3	
49	XX	1	1	2	
48	X	1	0	1	
47	XX	1	1	2	
46	X	1	0	1	
45	X	0	1	1	
44	XXX	3	0	3	
43	XXXXXX	2	4	6	
42	XXXX	1	3	4	
41	XXX	0	3	3	
40	XXXXX	2	3	5	
39	XXXXXXXX	3	5	8	
38	XXXX	2	2	4	
37	XXXXXXXX	5	3	8	
36	XXXXXXXXXXXX	11	1	12	
35	XXXX	2	2	4	*
34	XXXXXXXXX	4	6	10	*
33	XXXXXXXXX	5	5	10	*
32	XXXXXXXX	4	5	9	PACE
31	XXXXXX	4	2	6	
30	XXXXXXXXXXXXXXXX	8	8	16	
29	XXXXXXXXXXXX	6	7	13	
28	XXXXXXXX	3	6	9	*
27	XXXXXXX	4	3	7	*
26	XXXXXXXXXXXX	6	6	12	*
25	XXXXXXXXX	5	4	9	
24	XXXXXX	5	1	6	
23	XXXXXXX	2	5	7	
22	XXXX	3	1	4	
21	X	0	1	1	
20	XXXX	2	2	4	
19	XXX	0	3	3	
18	XXX	1	2	3	
17	X	0	1	1	
16	X	1	0	1	
15	X	1	0	1	
		100	**100**	**200**	

LIMITS (BTN): VICTORIA ST AND ACACIA AVE

OBSERVATION POINT: 350 APRA ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**41**	**40**	**M.P.H.**
50TH %:	31	30	31	M.P.H.
15TH %:	24	23	24	M.P.H.
10 MPH PACE:	28 - 37	25 - 34	25 - 34	M.P.H.
% IN PACE:	52%	52%	51%	
% OVER PACE:	18%	32%	34%	
% UNDER PACE:	30%	16%	16%	
ARITHMETIC MEAN:	32	32	32	M.P.H.
SAMPLE VARIANCE:	53	62	58	
STANDARD DEVIATION:	7	8	8	M.P.H.
VARIANCE OF THE MEAN:	0.53	0.62	0.29	
STD. ERROR OF THE MEAN:	0.73	0.79	0.54	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 12:51PM **TO** 1:19PM

FOR ROADWAY: ARTESIA BOULEVARD (EB)

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

LIMITS (BTN): CENTRAL AVE AND ACACIA AVE

OBSERVATION POINT: 660 ARTESIA BLVD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**46**	**N/A**	**46**	**M.P.H.**
50TH %:	37	N/A	37	M.P.H.
15TH %:	31	N/A	31	M.P.H.
10 MPH PACE:	32 - 41	N/A	32 - 41	M.P.H.
% IN PACE:	50%	N/A	50%	
% OVER PACE:	33%	N/A	33%	
% UNDER PACE:	17%	N/A	17%	
ARITHMETIC MEAN:	38	N/A	38	M.P.H.
SAMPLE VARIANCE:	60	N/A	60	
STANDARD DEVIATION:	8	N/A	8	M.P.H.
VARIANCE OF THE MEAN:	0.60	N/A	0.60	
STD. ERROR OF THE MEAN:	0.78	N/A	0.78	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 2:47PM **TO** 3:54PM

FOR ROADWAY: ARTESIA BOULEVARD (WB)

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

LIMITS (BTN): CENTRAL AVE AND ACACIA AVE

OBSERVATION POINT: 303 ARTESIA BLVD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**N/A**	**47**	**47**	**M.P.H.**
50TH %:	N/A	38	38	M.P.H.
15TH %:	N/A	31	31	M.P.H.
10 MPH PACE:	N/A	34 - 43	34 - 43	M.P.H.
% IN PACE:	N/A	54%	54%	
% OVER PACE:	N/A	21%	21%	
% UNDER PACE:	N/A	25%	25%	
ARITHMETIC MEAN:	N/A	39	39	M.P.H.
SAMPLE VARIANCE:	N/A	66	66	
STANDARD DEVIATION:	N/A	8	8	M.P.H.
VARIANCE OF THE MEAN:	N/A	0.66	0.66	
STD. ERROR OF THE MEAN:	N/A	0.81	0.81	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 1:23PM **TO** 1:52PM

FOR ROADWAY: ARTESIA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57	X	0	1	1	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52	X	0	1	1	
51	X	0	1	1	
50		0	0	0	
49	X	0	1	1	
48	XX	0	2	2	
47	XX	1	1	2	
46	XXXX	2	2	4	
45	XXX	2	1	3	
44	XXXXXXX	3	4	7	
43	XXXXXXXXXXXXX	8	5	13	
42	XXXXXXXXX	5	4	9	
41	XXXXXXXXXXXXXXX	9	5	14	
40	XXXXXXX	3	4	7	
39	XXXXXXX	3	4	7	
38	XXXXXXXXXXXXXXX	6	9	15	
37	XXXXXXXXXXXXX	4	9	13	
36	XXXXXXXXXXXXXXXX	9	7	16	*
35	XXXXXXX	5	2	7	*
34	XXXXXXXXXXXXX	6	7	13	*
33	XXXXXXXXXXXXXXXX	8	8	16	*
32	XXXXXXXXX	3	6	9	P
31	XXXXX	3	1	4	A
30	XXXXXXX	2	5	7	C
29	XXXXXXXXX	5	4	9	E
28	XXXX	2	2	4	*
27	XX	1	1	2	*
26	XXX	3	0	3	*
25	XXXX	4	0	4	
24	XXX	2	1	3	
23	XX	1	1	2	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ACACIA AVE AND SANTA FE AVE

OBSERVATION POINT: 123 ARTESIA BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**43**	**43**	**43**	**M.P.H.**
50TH %:	36	37	37	M.P.H.
15TH %:	29	31	30	M.P.H.
10 MPH PACE:	34 - 43	32 - 41	33 - 42	M.P.H.
% IN PACE:	58%	61%	59%	
% OVER PACE:	8%	24%	18%	
% UNDER PACE:	34%	15%	24%	
ARITHMETIC MEAN:	36	37	37	M.P.H.
SAMPLE VARIANCE:	36	40	38	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.36	0.40	0.19	
STD. ERROR OF THE MEAN:	0.60	0.63	0.44	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 2:00PM **TO** 2:28PM

FOR ROADWAY: ARTESIA BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46	XX	0	2	2	
45	X	0	1	1	
44	X	0	1	1	
43	X	1	0	1	
42	XXXX	1	3	4	
41	XXXX	1	3	4	
40	XXX	1	2	3	
39	XXX	2	1	3	
38	XXXXXXXXXXX	5	6	11	
37	XXXXXXXXX	2	7	9	
36	XXXXXXXXXX	2	8	10	
35	XXXXXXXXXXXX	5	7	12	*
34	XXXXXXXX	3	5	8	*
33	XXXXXXXXXXXXXX	8	6	14	*
32	XXXXXXXXXXXXXXXXXXXXXX	10	11	21	PACE
31	XXXXXXXXXXXXXX	8	6	14	
30	XXXXXXXXXX	6	4	10	
29	XXXXXXXXXXXX	9	3	12	
28	XXXXXXXXXXXX	7	5	12	*
27	XXXXXXXXXXXXXXXX	11	5	16	*
26	XXXXXXXXXX	6	4	10	*
25	XXXXXXXXXXXX	10	2	12	
24	XX	1	1	2	
23	XX	0	2	2	
22	XX	1	1	2	
21	X	0	1	1	
20		0	0	0	
19	XX	0	2	2	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SANTA FE AVE AND SUSANA RD-HARBOR DR

OBSERVATION POINT: WEST OF DELTA ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**35**	**38**	**38**	**M.P.H.**
50TH %:	30	33	32	M.P.H.
15TH %:	26	27	26	M.P.H.
10 MPH PACE:	25 - 34	29 - 38	27 - 36	M.P.H.
% IN PACE:	78%	63%	65%	
% OVER PACE:	20%	14%	20%	
% UNDER PACE:	2%	23%	16%	
ARITHMETIC MEAN:	31	33	32	M.P.H.
SAMPLE VARIANCE:	20	35	29	
STANDARD DEVIATION:	5	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.35	0.14	
STD. ERROR OF THE MEAN:	0.45	0.59	0.38	M.P.H.

CITY OF COMPTON

DATE: 01/24/24 **DAY:** Wednesday **TIME PERIOD:** 10:43AM **TO** 11:06AM

FOR ROADWAY: ATLANTIC AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	0	1	1	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	0	1	1	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	1	0	1	
50		0	0	0	
49	XXXX	2	2	4	
48	XX	0	2	2	
47	XX	1	1	2	
46	XXXXXXXXX	5	4	9	
45	XXXXXX	3	3	6	
44	XXXXX	4	1	5	
43	XXXXXXXXXXX	8	3	11	
42	XXXX	3	1	4	
41	XXXXXXXXXXXXXXXXX	5	11	16	
40	XXXXXXXXXXXXXXXXXX	8	10	18	
39	XXXXXXXXXXXXXXXXXXXXX	12	8	20	
38	XXXXXXXXXXXXXXXXXX	11	7	18	
37	XXXXXXXXXXXXXXXXXX	8	10	18	
36	XXXXXXXXXXXX	6	7	13	
35	XXXXXXXXXXXXXXXXX	11	6	17	*
34	XXXXXXXXXX	6	4	10	*
33	XXXX	1	3	4	*
32	XXXXXXX	1	6	7	* PACE
31	XX	0	2	2	*
30	XXXX	2	2	4	*
29	XX	1	1	2	*
28	XXXX	1	3	4	*
27		0	0	0	*
26	X	0	1	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND SOUTH CITY LIMIT

OBSERVATION POINT: SOUTH OF ATLANTIC DR

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**44**	**43**	**44**	**M.P.H.**
50TH %:	39	38	38	M.P.H.
15TH %:	35	32	34	M.P.H.
10 MPH PACE:	34 - 43	32 - 41	34 - 43	M.P.H.
% IN PACE:	78%	72%	73%	
% OVER PACE:	16%	19%	16%	
% UNDER PACE:	6%	9%	12%	
ARITHMETIC MEAN:	39	38	39	M.P.H.
SAMPLE VARIANCE:	20	32	26	
STANDARD DEVIATION:	4	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.32	0.13	
STD. ERROR OF THE MEAN:	0.44	0.56	0.36	M.P.H.

CITY OF COMPTON

DATE: 02/08/24 **DAY:** Thursday **TIME PERIOD:** 9:19AM **TO** 10:48AM

FOR ROADWAY: BRADFIELD AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41	X	1	0	1	
40	X	0	1	1	
39		0	0	0	
38		0	0	0	
37	X	0	1	1	
36	X	1	0	1	
35	XXXX	3	1	4	*
34	XXX	2	1	3	*
33	X	1	0	1	*
32	XXXXX	4	1	5	
31	XXXXX	2	3	5	
30	XXXXXXXX	4	4	8	
29	XXXXXXXXX	7	3	10	
28	XXXXXXXXXXXXXXXX	9	7	16	*
27	XXXXXXXXXXXXXXXX	6	10	16	*
26	XXXXXXXXXXXXXXXX	10	6	16	*
25	XXXXXXXXXXXXXXXXX	7	11	18	
24	XXXXXXXXXXXXXXXXX	12	6	18	
23	XXXXXXXXXXXXXXX	6	9	15	
22	XXXXXXXXXXXXXXXXX	11	6	17	
21	XXXXXXXXXXXXX	6	7	13	
20	XXXXXXXX	3	5	8	
19	XXXXXXXXX	3	6	9	
18	XXXXX	0	5	5	
17	XXXXXX	1	5	6	
16	XXX	1	2	3	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND COMPTON BLVD

OBSERVATION POINT: NORTH OF PALMER AVE

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: MOSTLY SUNI

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**30**	**28**	**29**	**M.P.H.**
50TH %:	25	24	25	M.P.H.
15TH %:	22	19	20	M.P.H.
10 MPH PACE:	21 - 30	19 - 28	21 - 30	M.P.H.
% IN PACE:	78%	73%	74%	
% OVER PACE:	14%	15%	11%	
% UNDER PACE:	8%	12%	16%	
ARITHMETIC MEAN:	26	24	25	M.P.H.
SAMPLE VARIANCE:	20	22	22	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.22	0.11	
STD. ERROR OF THE MEAN:	0.45	0.47	0.33	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 11:29AM **TO** 12:08PM

FOR ROADWAY: BULLIS ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	0	1	1	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	XX	1	1	2	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	XXX	2	1	3	
45		0	0	0	
44	X	0	1	1	
43	XX	0	2	2	
42	XX	1	1	2	
41	XXXX	2	2	4	
40	XXXXXX	5	1	6	
39	XXX	2	1	3	
38	XXXXXXXX	5	3	8	
37	XXXX	2	2	4	
36	XXXXXXXXXX	5	6	11	
35	XXXXXXXXXXXXXXXXXXX	8	11	19	*
34	XXXXXXXXXXXXXXXXXXX	9	10	19	*
33	XXXXXXXXXXXXXXXXX	7	11	18	*
32	XXXXXXXXXXXXXXXXXXX	11	9	20	P
31	XXXXXXXXXXXXXXXXXX	8	11	19	A
30	XXXXXXXXXXXXXXXXXXXXXXX	15	8	23	C
29	XXXXXXXX	6	2	8	E
28	XXXXXXXXXX	4	7	11	*
27	XXXXXXXXXXXX	7	6	13	*
26	XXX	0	3	3	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF PATTIE CT

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**37**	**38**	**M.P.H.**
50TH %:	32	33	33	M.P.H.
15TH %:	29	28	29	M.P.H.
10 MPH PACE:	27 - 36	27 - 36	27 - 36	M.P.H.
% IN PACE:	80%	81%	81%	
% OVER PACE:	20%	16%	18%	
% UNDER PACE:	0%	3%	2%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	22	29	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.29	0.13	
STD. ERROR OF THE MEAN:	0.47	0.54	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 11:01AM **TO** 11:26AM

FOR ROADWAY: BULLIS ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45		0	0	0	
44	XX	0	2	2	
43		0	0	0	
42	X	0	1	1	
41	XXXX	1	3	4	
40	XXX	0	3	3	
39	XXXX	2	2	4	
38	XXXXX	2	3	5	
37	XXXXXXXXX	4	5	9	
36	XXXXXXXXXXXXXX	5	9	14	
35	XXXXXXXXXXXXXXXX	6	10	16	*
34	XXXXXXXXXXXXXXXXXXXXXXXXXX	15	8	23	*
33	XXXXXXXXXXXXXXXXXXXXXXX	9	14	23	*
32	XXXXXXXXXXXXXXXXXXXXXX	11	11	22	PACE
31	XXXXXXXXXXXXXXX	6	8	14	
30	XXXXXXXXXXXX	8	5	13	
29	XXXXXXXXXXX	10	3	13	
28	XXXXXXXXXXXXXXXXX	12	5	17	*
27	XXXX	3	1	4	*
26	XXXXXX	4	2	6	*
25	XXX	0	3	3	
24	XX	1	1	2	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMITS

OBSERVATION POINT: 1811 BULLIS RD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**35**	**37**	**36**	**M.P.H.**
50TH %:	32	33	33	M.P.H.
15TH %:	28	29	28	M.P.H.
10 MPH PACE:	28 - 37	28 - 37	28 - 37	M.P.H.
% IN PACE:	86%	78%	82%	
% OVER PACE:	6%	15%	11%	
% UNDER PACE:	8%	7%	8%	
ARITHMETIC MEAN:	32	34	33	M.P.H.
SAMPLE VARIANCE:	14	20	17	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.20	0.09	
STD. ERROR OF THE MEAN:	0.37	0.44	0.29	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 1:27PM **TO** 1:44PM

FOR ROADWAY: CENTRAL AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	XX	0	2	2	
59	X	0	1	1	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55		0	0	0	
54		0	0	0	
53	X	1	0	1	
52	X	1	0	1	
51	X	1	0	1	
50	XX	2	0	2	
49		0	0	0	
48	XX	0	2	2	
47		0	0	0	
46	XXXX	0	4	4	
45	XXXXXXX	1	6	7	
44	XX	0	2	2	
43	XXXXXXXXX	3	6	9	
42	XXXXXXXXXX	3	7	10	
41	XXXXXXXXXXXXXXXX	6	10	16	
40	XXXXXXXXXXXXXXXXXXX	12	7	19	
39	XXXXXXXX	3	5	8	
38	XXXXXXXXXXX	6	5	11	
37	XXXXXXXXXXXXXXXXXXX	15	4	19	
36	XXXXXXXXXX	4	6	10	
35	XXXXXXXXXXXX	4	8	12	*
34	XXXXXXXXXXXXXXX	12	2	14	*
33	XXXXXXXXXX	5	5	10	*
32	XXXXXXXXXXX	9	2	11	*
31	XXXXXXXXXX	2	8	10	PACE
30	XXXXXXX	4	3	7	
29	XXXXXX	4	2	6	
28	X	1	0	1	*
27	XX	1	1	2	*
26	X	0	1	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOUTH CITY LIMIT AND GREENLEAF BLVD

OBSERVATION POINT: 1650 CENTRAL AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**41**	**45**	**43**	**M.P.H.**
50TH %:	37	39	37	M.P.H.
15TH %:	32	31	32	M.P.H.
10 MPH PACE:	32 - 41	35 - 44	32 - 41	M.P.H.
% IN PACE:	76%	60%	65%	
% OVER PACE:	12%	16%	22%	
% UNDER PACE:	12%	24%	14%	
ARITHMETIC MEAN:	37	39	38	M.P.H.
SAMPLE VARIANCE:	26	42	35	
STANDARD DEVIATION:	5	7	6	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.42	0.18	
STD. ERROR OF THE MEAN:	0.51	0.65	0.42	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 1:06PM **TO** 1:18PM

FOR ROADWAY: CENTRAL AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	XXX	0	3	3	
48	XX	0	2	2	
47		0	0	0	
46	XXX	1	2	3	
45	X	0	1	1	
44	XXXXXXXX	5	3	8	
43	XXX	1	2	3	
42	XXXXXXXXXX	0	11	11	
41	XXXXXX	2	4	6	
40	XXXXXXXXXX	2	8	10	
39	XXXXXXXXXXX	3	9	12	
38	XXXXXXXXXXXXXXXXXXX	11	8	19	
37	XXXXXXXXXXXXXXXXX	10	7	17	
36	XXXXXXXXXXXXXXXXX	12	5	17	
35	XXXXXXXXXXXXXXXXXXXX	10	10	20	*
34	XXXXXXXXXXXXXX	8	6	14	*
33	XXXXXXXXXXXXXX	9	5	14	*
32	XXXXXXXXX	7	2	9	P
31	XXXXXXX	4	3	7	A
30	XXXXXXXXXXXXX	8	5	13	C
29	XXXX	3	1	4	E
28	XXX	1	2	3	*
27	XXX	3	0	3	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GREENLEAF BLVD AND COMPTON BLVD

OBSERVATION POINT: NORTH OF 154TH ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**42**	**42**	**M.P.H.**
50TH %:	35	38	36	M.P.H.
15TH %:	30	33	31	M.P.H.
10 MPH PACE:	30 - 39	33 - 42	30 - 39	M.P.H.
% IN PACE:	82%	73%	71%	
% OVER PACE:	11%	14%	24%	
% UNDER PACE:	7%	13%	5%	
ARITHMETIC MEAN:	35	38	37	M.P.H.
SAMPLE VARIANCE:	16	25	23	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.25	0.11	
STD. ERROR OF THE MEAN:	0.41	0.50	0.34	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 12:48PM **TO** 1:03PM

FOR ROADWAY: CENTRAL AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	XX	1	1	2	
43	XX	0	2	2	
42	XX	1	1	2	
41		0	0	0	
40	XXX	2	1	3	
39	XXX	1	2	3	
38	XXXXXXXX	3	5	8	
37	XXXXXXX	4	3	7	
36	XXXXXXXXX	6	3	9	
35	XXXXXXXXXXXXXXX	7	8	15	*
34	XXXXXXXXXXXXXX	10	4	14	*
33	XXXXXXXXXXXXXXXXXXXXXXXXX	14	11	25	*
32	XXXXXXXXXXXXXXXXXXXXX	8	13	21	*
31	XXXXXXXXXX	6	5	11	
30	XXXXXXXXXXXXXXXXXXX	8	11	19	
29	XXXXXXXXXXXXXX	6	9	15	
28	XXXXXXXXXXXXXXXXXXXX	11	9	20	*
27	XXXXXXXXXXXXXXXXX	10	7	17	*
26	XXXXXX	2	4	6	*
25		0	0	0	
24	X	0	1	1	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF 149TH ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**36**	**36**	**M.P.H.**
50TH %:	32	32	32	M.P.H.
15TH %:	28	28	28	M.P.H.
10 MPH PACE:	27 - 36	26 - 35	27 - 36	M.P.H.
% IN PACE:	86%	81%	83%	
% OVER PACE:	12%	18%	14%	
% UNDER PACE:	2%	1%	4%	
ARITHMETIC MEAN:	32	32	32	M.P.H.
SAMPLE VARIANCE:	14	17	16	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.17	0.08	
STD. ERROR OF THE MEAN:	0.38	0.42	0.28	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 12:28PM **TO** 12:41PM

FOR ROADWAY: CENTRAL AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55	X	0	1	1	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	XX	2	0	2	
48	XXXXX	3	2	5	
47	X	1	0	1	
46		0	0	0	
45	X	0	1	1	
44	XXXXXXXXXX	6	4	10	
43	XXXXXXXX	5	3	8	
42	XXXXXXX	4	3	7	
41	XXXXXXXXXXXX	5	7	12	
40	XXXXXXXXXXXXXXX	6	9	15	
39	XXXXXXXXX	5	5	10	
38	XXXXXXXX	4	4	8	
37	XXXXXXXXXXXXXXX	8	7	15	
36	XXXXXXXXXXXX	11	2	13	
35	XXXXXXXXXXXXXXXXXX	9	9	18	*
34	XXXXXXXXXXXX	5	7	12	*
33	XXXXXXXXXXXXXX	2	12	14	*
32	XXXXXXXXXXXXXXX	8	7	15	P
31	XXXXXXXXXXXX	6	6	12	A
30	XXXXXXXXX	4	5	9	C
29	XXX	1	2	3	E
28	XXX	2	1	3	*
27	X	1	0	1	*
26	XX	2	0	2	*
25		0	0	0	
24		0	0	0	
23	X	0	1	1	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 1926 CENTRAL AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**43**	**42**	**42**	**M.P.H.**
50TH %:	36	35	36	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	31 - 40	32 - 41	32 - 41	M.P.H.
% IN PACE:	64%	69%	66%	
% OVER PACE:	26%	16%	19%	
% UNDER PACE:	10%	15%	16%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	28	31	30	
STANDARD DEVIATION:	5	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.31	0.15	
STD. ERROR OF THE MEAN:	0.53	0.56	0.38	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 9:19AM **TO** 10:37AM

FOR ROADWAY: COMPTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42	X	1	0	1	
41	X	0	1	1	
40	XX	1	1	2	
39	XXXX	2	2	4	
38		0	0	0	
37	XXX	0	3	3	
36	XXX	2	1	3	
35	XX	2	0	2	*
34	XXXXX	1	4	5	*
33	XXXXX	3	2	5	*
32	XXXXXXXXXX	4	7	11	PACE
31	XXXXXXXXXXX	2	10	12	
30	XXXXXXXXXXXXXXXXXXX	7	12	19	
29	XXXXXXXXXXXXXXXXX	11	7	18	
28	XXXXXXXXXXXXXXXXX	8	9	17	*
27	XXXXXXXXXXXXXXXXX	11	7	18	*
26	XXXXXXXXXXXXXXXXX	7	11	18	*
25	XXXXXXXXXXXXXXXXXX	11	8	19	
24	XXXXXXXXXXX	6	5	11	
23	XXXXXXXXXXX	8	3	11	
22	XXXXX	4	1	5	
21	XXXXXX	3	3	6	
20	XX	1	1	2	
19	XXXX	3	1	4	
18	XX	1	1	2	
17	X	1	0	1	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): SLATER AVE AND EL SEGUNDO BLVD

OBSERVATION POINT: SOUTH OF 131ST ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**32**	**32**	**32**	**M.P.H.**
50TH %:	27	28	28	M.P.H.
15TH %:	23	24	23	M.P.H.
10 MPH PACE:	21 - 30	23 - 32	23 - 32	M.P.H.
% IN PACE:	76%	79%	77%	
% OVER PACE:	18%	14%	13%	
% UNDER PACE:	6%	7%	10%	
ARITHMETIC MEAN:	27	29	28	M.P.H.
SAMPLE VARIANCE:	23	20	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.20	0.11	
STD. ERROR OF THE MEAN:	0.48	0.45	0.33	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 1:26PM **TO** 1:42PM

FOR ROADWAY: COMPTON BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48	X	0	1	1	
47	X	1	0	1	
46	XX	0	2	2	
45	XX	1	1	2	
44	XXX	2	1	3	
43	XX	1	1	2	
42	XX	1	1	2	
41	XXXXX	3	2	5	
40	XXXXXX	3	3	6	
39	XXXXXXXXXXXXXXX	8	7	15	
38	XXXXXXXXXXXXX	9	4	13	
37	XXXXXXXXXXXXXXXXXXXXX	14	7	21	
36	XXXXXXXXXXXXXXXXXXX	7	12	19	
35	XXXXXXXXXXX	5	8	13	*
34	XXXXXXXXXXXXX	8	6	14	*
33	XXXXXXXXXXXXXXX	6	10	16	*
32	XXXXXXXXXXXXXXXXXXXXX	13	8	21	PACE
31	XXXXXXX	2	5	7	A
30	XXXXXXXXXXXX	6	6	12	C
29	XXXXXXX	4	3	7	E
28	XXXXXXXXXXX	5	6	11	*
27	XXXXXX	1	5	6	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMIT AND WILMINGTON AVE

OBSERVATION POINT: 885 COMPTON BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**39**	**39**	**M.P.H.**
50TH %:	35	35	35	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	30 - 39	30 - 39	30 - 39	M.P.H.
% IN PACE:	78%	73%	76%	
% OVER PACE:	12%	13%	13%	
% UNDER PACE:	10%	14%	12%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	18	24	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.24	0.10	
STD. ERROR OF THE MEAN:	0.42	0.49	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 1:09PM **TO** 1:22PM

FOR ROADWAY: COMPTON BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	XXX	0	3	3	
54	X	0	1	1	
53		0	0	0	
52		0	0	0	
51	X	1	0	1	
50	X	1	0	1	
49		0	0	0	
48	X	0	1	1	
47	X	1	0	1	
46		0	0	0	
45	XXXX	1	3	4	
44	XXXXX	3	2	5	
43	XXXX	4	0	4	
42	XX	1	1	2	
41	XXXX	2	2	4	
40	XXXXXXXXX	7	2	9	
39	XXXXXX	3	3	6	
38	XXXXXXXXXXXX	7	5	12	
37	XXXXXXXXXXXX	8	4	12	
36	XXXXXXXXXX	3	7	10	
35	XXXXXXXXXXXXXXXXXX	5	13	18	*
34	XXXXXXXXXXXXXXXX	6	9	15	*
33	XXXXXXXXXXXXXXXXXX	11	7	18	*
32	XXXXXXXXXX	5	6	11	P
31	XXXXXXXXXXXXXX	7	8	15	A
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXXX	10	15	25	C
29	XXXXXXX	7	0	7	E
28	XXXXXXXXX	6	3	9	*
27	XXXXXX	1	5	6	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): WILMINGTON AVE AND ACACIA AVE

OBSERVATION POINT: 540 COMPTON BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**39**	**40**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	29 - 38	30 - 39	29 - 38	M.P.H.
% IN PACE:	69%	77%	72%	
% OVER PACE:	24%	15%	21%	
% UNDER PACE:	7%	8%	8%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	28	36	32	
STANDARD DEVIATION:	5	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.36	0.16	
STD. ERROR OF THE MEAN:	0.53	0.60	0.40	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 12:49PM **TO** 1:02PM

FOR ROADWAY: COMPTON BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	1	0	1	
46		0	0	0	
45	X	0	1	1	
44	XXX	0	3	3	
43	XX	0	2	2	
42	XX	1	1	2	
41	XXX	1	2	3	
40	XXX	1	2	3	
39	XX	1	1	2	
38	XXXXX	2	3	5	
37	XXXXXXXXXXX	6	6	12	
36	XXXXXXXXX	5	4	9	
35	XXXXXXXXXXXXXXXXXXXXX	14	7	21	*
34	XXXXXXXXXXXXXXXXXXXXXXXXXXX	14	12	26	*
33	XXXXXXXXXXXXXXXXX	9	9	18	*
32	XXXXXXXXXXXXXXXXXXXXXXX	10	12	22	P
31	XXXXXXXXXXXXXXX	5	10	15	A
30	XXXXXXXXXXXXXX	10	4	14	C
29	XXXXXXXXXXXXXXX	9	6	15	E
28	XXXXXXXXXXXXX	4	9	13	*
27	XXXXXXXXXXXX	7	5	12	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ACACIA AVE AND SANTA FE AVE

OBSERVATION POINT: 430 COMPTON BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**36**	**38**	**37**	**M.P.H.**
50TH %:	33	33	33	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	27 - 36	28 - 37	28 - 37	M.P.H.
% IN PACE:	87%	79%	83%	
% OVER PACE:	13%	16%	12%	
% UNDER PACE:	0%	5%	6%	
ARITHMETIC MEAN:	33	34	33	M.P.H.
SAMPLE VARIANCE:	13	23	18	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.13	0.23	0.09	
STD. ERROR OF THE MEAN:	0.36	0.48	0.30	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 12:30PM **TO** 12:46PM

FOR ROADWAY: COMPTON BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63	X	0	1	1	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XXX	2	1	3	
49	X	0	1	1	
48		0	0	0	
47	XXXXX	3	2	5	
46	XXXX	1	3	4	
45	XXXXX	3	2	5	
44	XXXXXXXX	5	3	8	
43	XXXXXX	2	4	6	
42	XXXXX	0	5	5	
41	XXXX	3	1	4	
40	XXXXXXXXX	7	2	9	
39	XXXXXXXXXX	3	7	10	
38	XXXXXXXXX	4	5	9	
37	XXXXXXXXXXX	7	4	11	
36	XXXXXXXXXXXXXXXXXXX	12	7	19	
35	XXXXXXXXXX	3	8	11	*
34	XXXXXXXXXXXXXXX	5	10	15	*
33	XXXXXXXXXXXXX	8	5	13	*
32	XXXXXXXXXXXXXXXXXXXXX	13	8	21	P
31	XXXXXXX	3	4	7	A
30	XXXXXXX	3	4	7	C
29	XXXXXXXXXXXXXXX	6	9	15	E
28	XXXXXXXXX	6	2	8	*
27	XX	1	1	2	*
26	X	0	1	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SANTA FE AVE AND BULLIS RD

OBSERVATION POINT: WEST OF BURRIS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**43**	**43**	**43**	**M.P.H.**
50TH %:	36	35	35	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	28 - 37	29 - 38	29 - 38	M.P.H.
% IN PACE:	66%	64%	64%	
% OVER PACE:	33%	32%	31%	
% UNDER PACE:	1%	4%	6%	
ARITHMETIC MEAN:	36	36	36	M.P.H.
SAMPLE VARIANCE:	30	37	34	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.30	0.37	0.17	
STD. ERROR OF THE MEAN:	0.55	0.61	0.41	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 12:12PM **TO** 12:27PM

FOR ROADWAY: COMPTON BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49		0	0	0	
48		0	0	0	
47	X	1	0	1	
46	XXX	2	1	3	
45	XXX	2	1	3	
44	XXX	1	2	3	
43	XXXXXX	1	5	6	
42	XXX	0	3	3	
41	XXX	1	2	3	
40	XXX	1	2	3	
39	XXXXXXX	2	5	7	
38	XXXXXXX	5	2	7	
37	XXXXXXXXX	6	3	9	
36	XXXXXXXXXXXXXX	8	6	14	
35	XXXXXXXXXXXXXXXXXXX	9	11	20	*
34	XXXXXXXXXXXXXXX	10	5	15	*
33	XXXXXXXXXXXX	6	7	13	*
32	XXXXXXXXXXXXXXXX	9	8	17	PACE
31	XXXXXXXXXX	6	5	11	
30	XXXXXXXXXXXXXXXXXX	10	8	18	
29	XXXXXXXXXXXXXXX	8	8	16	
28	XXXXXXXXXXX	4	8	12	*
27	XXXXXXXXXXXXXX	6	8	14	*
26	X	1	0	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): BULLIS RD AND EAST CITY LIMIT

OBSERVATION POINT: 1633 COMPTON BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**40**	**39**	**M.P.H.**
50TH %:	33	33	33	M.P.H.
15TH %:	29	28	29	M.P.H.
10 MPH PACE:	29 - 38	27 - 36	27 - 36	M.P.H.
% IN PACE:	77%	74%	75%	
% OVER PACE:	12%	26%	25%	
% UNDER PACE:	11%	0%	1%	
ARITHMETIC MEAN:	34	34	34	M.P.H.
SAMPLE VARIANCE:	24	26	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.24	0.26	0.12	
STD. ERROR OF THE MEAN:	0.49	0.51	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 9:00AM **TO** 9:16AM

FOR ROADWAY: EL SEGUNDO BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55		0	0	0	
54		0	0	0	
53	X	0	1	1	
52		0	0	0	
51	X	0	1	1	
50	XXXX	0	4	4	
49	XXXXXXX	5	2	7	
48	XX	1	1	2	
47	XXXXXX	4	2	6	
46	XX	0	2	2	
45	XX	1	1	2	
44	XXXXX	1	4	5	
43	XXXXXXXXXX	3	7	10	
42	XXXXXXXX	4	4	8	
41	XXXXXXXXXXXXXXX	6	8	14	
40	XXXXXXXXXXX	7	4	11	
39	XXXXXXXXXX	4	6	10	
38	XXXXXXXXXXXXXX	7	7	14	
37	XXXXXXXXXXXXXXXXXX	12	6	18	
36	XXXXXXXXXXX	6	5	11	
35	XXXXXXX	4	3	7	*
34	XXXXXXXXXXXXXXXXXXXX	12	7	19	*
33	XXXXXXXXXXXXXXX	6	9	15	*
32	XXXXXXXXXXX	7	4	11	PACE
31	XXXXX	2	2	4	
30	XXXXX	4	1	5	
29	XX	0	2	2	
28	XXX	2	1	3	*
27	XXXX	2	2	4	*
26	X	0	1	1	*
25	XX	0	2	2	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): CENTRAL AVE AND WILMINGTON AVE

OBSERVATION POINT: WEST OF GRANDEE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**42**	**44**	**44**	**M.P.H.**
50TH %:	37	38	37	M.P.H.
15TH %:	32	32	32	M.P.H.
10 MPH PACE:	32 - 41	33 - 42	32 - 41	M.P.H.
% IN PACE:	71%	59%	65%	
% OVER PACE:	19%	26%	25%	
% UNDER PACE:	10%	15%	11%	
ARITHMETIC MEAN:	37	38	38	M.P.H.
SAMPLE VARIANCE:	28	42	35	
STANDARD DEVIATION:	5	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.42	0.17	
STD. ERROR OF THE MEAN:	0.53	0.64	0.42	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 3:40PM **TO** 4:10PM

FOR ROADWAY: GREENLEAF BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	0	1	1	
47		0	0	0	
46	XXXXX	3	2	5	
45	XXX	2	1	3	
44	XXXXXXX	1	6	7	
43	XX	1	1	2	
42	XX	1	1	2	
41	XXXX	1	3	4	
40	XXXXXXX	2	5	7	
39	XXXXXXXX	4	4	8	
38	XXXXXXXXXXX	5	6	11	
37	XXXXXXXXXXXXXXX	6	9	15	
36	XXXXXXXXXXXXXXXXX	8	9	17	
35	XXXXXXXXXXXXXXXXXXXXXXXXX	14	10	24	*
34	XXXXXXXXXXXXXXXXXXXX	10	10	20	*
33	XXXXXXXXXXXXXXXXXXXXXXXX	17	7	24	*
32	XXXXXXXXXX	7	4	11	P
31	XXXXXXXXXXXXXXX	8	7	15	A
30	XXXXXXXXXX	6	4	10	C
29	XXXXXXX	2	5	7	E
28	XXX	1	2	3	*
27	XXXX	1	3	4	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): CENTRAL AVE AND WILLOWBROOK AVE

OBSERVATION POINT: WEST OF GREENLEAF DR

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**40**	**40**	**M.P.H.**
50TH %:	34	35	35	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	31 - 40	30 - 39	M.P.H.
% IN PACE:	85%	71%	78%	
% OVER PACE:	11%	15%	16%	
% UNDER PACE:	4%	14%	7%	
ARITHMETIC MEAN:	35	36	35	M.P.H.
SAMPLE VARIANCE:	16	22	19	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.22	0.10	
STD. ERROR OF THE MEAN:	0.40	0.47	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/24/24 **DAY:** Wednesday **TIME PERIOD:** 12:53PM **TO** 1:21PM

FOR ROADWAY: GREENLEAF BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	1	0	1	
48	XX	1	1	2	
47	XX	1	1	2	
46	XXXX	2	2	4	
45	XX	1	1	2	
44	XX	1	1	2	
43	XXXXX	3	2	5	
42	XXXX	2	2	4	
41	XXXXXXXXX	5	4	9	
40	XXXXXXXXX	6	3	9	
39	XXXXXXXXXXXXX	9	4	13	
38	XXXXXXXXXXXXXX	8	6	14	
37	XXXXXXXXXXXXXXXXXXX	10	9	19	
36	XXXXXXXXXXXXXX	8	6	14	
35	XXXXXXXXXXXXXXXXXXXXX	12	9	21	*
34	XXXXXXXXXXXX	5	7	12	*
33	XXXXXXXXXXXXXXXXXXXXXXX	9	14	23	*
32	XXXXXXXXXXXX	6	6	12	P
31	XXXXXXXXXXX	3	8	11	A
30	XXXXXXXXXX	5	5	10	C
29	XXX	1	2	3	E
28	XXXXX	1	4	5	*
27	XX	0	2	2	*
26	X	0	1	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): WILLOWBROOK AVE AND LONG BEACH BLVD

OBSERVATION POINT: 1219 GREENLEAF BLVD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**41**	**40**	**41**	**M.P.H.**
50TH %:	36	35	35	M.P.H.
15TH %:	32	31	31	M.P.H.
10 MPH PACE:	32 - 41	30 - 39	30 - 39	M.P.H.
% IN PACE:	78%	74%	75%	
% OVER PACE:	12%	17%	20%	
% UNDER PACE:	10%	9%	6%	
ARITHMETIC MEAN:	37	35	36	M.P.H.
SAMPLE VARIANCE:	19	22	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.22	0.10	
STD. ERROR OF THE MEAN:	0.43	0.47	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/24/24 **DAY:** Wednesday **TIME PERIOD:** 11:20AM **TO** 12:49PM

FOR ROADWAY: GREENLEAF BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	0	1	1	
50	XX	0	2	2	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45	XXX	2	1	3	
44	X	0	1	1	
43	X	1	0	1	
42	XXX	1	2	3	
41	XXX	2	1	3	
40	XXXX	3	1	4	
39	XXXXXX	4	2	6	
38	XXXX	3	1	4	
37	XXXXXXXXXXX	6	5	11	
36	XXXXXXXXXXXXX	9	4	13	
35	XXXXXXXXXXXXXX	5	9	14	*
34	XXXXXXXXXXXXXXXXXXX	8	11	19	*
33	XXXXXXXXXXXXXXXXXXXX	14	6	20	*
32	XXXXXXXXX	4	7	11	P
31	XXXXXXXXXXXXXXXXX	6	12	18	A
30	XXXXXXXXXXXXXXXXXXXXX	12	9	21	C
29	XXXXXXXXXX	5	5	10	E
28	XXXXXXXXXXXXXXXX	7	9	16	*
27	XXXXXXXXXX	5	5	10	*
26	XXXXXXXX	2	6	8	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): LONG BEACH BLVD AND EAST CITY LIMIT

OBSERVATION POINT: WEST OF MURIEL AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**37**	**37**	**M.P.H.**
50TH %:	33	32	33	M.P.H.
15TH %:	29	28	28	M.P.H.
10 MPH PACE:	28 - 37	26 - 35	28 - 37	M.P.H.
% IN PACE:	76%	79%	77%	
% OVER PACE:	17%	21%	15%	
% UNDER PACE:	7%	0%	9%	
ARITHMETIC MEAN:	34	33	33	M.P.H.
SAMPLE VARIANCE:	20	26	23	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.26	0.12	
STD. ERROR OF THE MEAN:	0.45	0.51	0.34	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 12:39PM **TO** 12:56PM

FOR ROADWAY: LONG BEACH BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	1	0	1	
59		0	0	0	
58	X	1	0	1	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49		0	0	0	
48		0	0	0	
47	XX	2	0	2	
46	X	1	0	1	
45		0	0	0	
44	XXX	2	1	3	
43	XXXXXX	3	3	6	
42	XXX	1	2	3	
41	XXXX	2	2	4	
40	X	0	1	1	
39	XXXXXX	3	3	6	
38	XXXXXXXXXXXX	8	4	12	
37	XXXXXXXXXXXXX	5	8	13	
36	XXXXXXXXXXXXXXX	10	5	15	
35	XXXXXXXXXXXXXXXXX	11	7	18	*
34	XXXXXXXXXXXXXXXXXXXXXXXX	12	11	23	*
33	XXXXXXXXXXXXXXXXXXX	7	12	19	*
32	XXXXXXXXXXXXXXXX	6	10	16	P
31	XXXXXXXXXXXXXXX	7	8	15	A
30	XXXXXXXXXXXX	6	6	12	C
29	XXXXXXXXXXX	3	8	11	E
28	XXXXXXXXXXXX	6	6	12	*
27	XXXXX	3	2	5	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOUTH CITY LIMIT AND ALONDRA BLVD

OBSERVATION POINT: SOUTH OF TEMPLE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**38**	**38**	**M.P.H.**
50TH %:	34	33	34	M.P.H.
15TH %:	30	29	30	M.P.H.
10 MPH PACE:	30 - 39	28 - 37	29 - 38	M.P.H.
% IN PACE:	75%	81%	77%	
% OVER PACE:	13%	17%	15%	
% UNDER PACE:	12%	2%	9%	
ARITHMETIC MEAN:	35	34	35	M.P.H.
SAMPLE VARIANCE:	32	19	25	
STANDARD DEVIATION:	6	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.32	0.19	0.13	
STD. ERROR OF THE MEAN:	0.56	0.43	0.36	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 1:03PM **TO** 1:16PM

FOR ROADWAY: LONG BEACH BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56	X	0	1	1	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	1	0	1	
47	X	1	0	1	
46		0	0	0	
45		0	0	0	
44	XXX	2	1	3	
43	X	0	1	1	
42	XXX	1	2	3	
41	XXX	2	1	3	
40	XXXXX	3	2	5	
39	XXXXXXXXXXX	4	7	11	
38	XXXXXXXXXXXX	3	9	12	
37	XXXXXXXXXXXXX	10	3	13	
36	XXXXXXXXX	3	6	9	
35	XXXXXXXX	4	4	8	*
34	XXXXXXXXXXXXXXXXXXXXXXXXX	15	10	25	*
33	XXXXXXXXXXXXXXXXXXXXX	13	8	21	*
32	XXXXXXXXXXXXXXXX	6	11	17	P
31	XXXXXXXXXXXXXXXXXXXXXX	8	14	22	A
30	XXXXXXXXXXXXXXXXXX	11	6	17	C
29	XXXXXXXXXXXXXX	8	6	14	E
28	XXXXXXXXXXX	5	6	11	*
27	XX	0	2	2	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: 411 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**38**	**38**	**M.P.H.**
50TH %:	33	33	33	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	29 - 38	M.P.H.
% IN PACE:	83%	78%	79%	
% OVER PACE:	17%	8%	15%	
% UNDER PACE:	0%	14%	7%	
ARITHMETIC MEAN:	34	34	34	M.P.H.
SAMPLE VARIANCE:	18	20	19	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.20	0.09	
STD. ERROR OF THE MEAN:	0.42	0.45	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 1:19PM **TO** 1:36PM

FOR ROADWAY: LONG BEACH BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XXX	1	2	3	
42	XXXX	1	3	4	
41	XXX	2	1	3	
40	XXXXXXX	5	2	7	
39	XXXXXXXX	3	5	8	
38	XXXXXXXXXX	6	4	10	
37	XXXXXXXXXXX	4	7	11	
36	XXXXXXXXXXXXXXXX	9	7	16	
35	XXXXXXXXXXXXXXXXXX	9	9	18	*
34	XXXXXXXXXXXXXXXXX	5	12	17	*
33	XXXXXXXXXXXXXXXXX	9	8	17	*
32	XXXXXXXXXXXXXXXXXX	10	8	18	PACE
31	XXXXXXXXXXXXXXXXXXXXX	12	9	21	
30	XXXXXXXXXXXXXXXXXX	6	11	17	
29	XXXXXXXXXXX	7	5	12	
28	XXXXXXXXXXX	9	3	12	*
27	XXXXX	1	4	5	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: 217 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**38**	**38**	**M.P.H.**
50TH %:	33	34	33	M.P.H.
15TH %:	29	30	30	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	28 - 37	M.P.H.
% IN PACE:	80%	80%	80%	
% OVER PACE:	19%	8%	18%	
% UNDER PACE:	1%	12%	3%	
ARITHMETIC MEAN:	34	34	34	M.P.H.
SAMPLE VARIANCE:	16	15	15	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.15	0.08	
STD. ERROR OF THE MEAN:	0.40	0.39	0.28	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 1:40PM **TO** 1:54PM

FOR ROADWAY: LONG BEACH BOULEVARD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57	X	1	0	1	
56	X	1	0	1	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	XXX	2	1	3	
45	XX	1	1	2	
44		0	0	0	
43	XX	1	1	2	
42	XXX	2	1	3	
41	XXX	2	1	3	
40	XXXXX	4	1	5	
39	XXXXXXXXXXX	7	5	12	
38	XXXXXXXXX	5	4	9	
37	XXXXXXXXXXXX	8	5	13	
36	XXXXXXXXXXXXXXXX	10	7	17	
35	XXXXXXXXXXXXXXXXX	5	12	17	*
34	XXXXXXXXXXXXXXXXXXXX	10	10	20	*
33	XXXXXXXXXXXXXXXXX	6	11	17	*
32	XXXXXXXXXX	5	7	12	P
31	XXXXXXXXXXXXXXXXXX	8	10	18	A
30	XXXXXXXXXXXXXXX	4	11	15	C
29	XXXXXXXXXXXXXXXX	11	5	16	E
28	XXXXXXXXXXXXXX	6	7	13	*
27	X	1	0	1	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 130 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**37**	**39**	**M.P.H.**
50TH %:	34	33	34	M.P.H.
15TH %:	29	30	29	M.P.H.
10 MPH PACE:	28 - 37	28 - 37	28 - 37	M.P.H.
% IN PACE:	73%	85%	79%	
% OVER PACE:	26%	15%	21%	
% UNDER PACE:	1%	0%	1%	
ARITHMETIC MEAN:	35	34	34	M.P.H.
SAMPLE VARIANCE:	29	15	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.15	0.11	
STD. ERROR OF THE MEAN:	0.54	0.38	0.33	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 11:26AM **TO** 12:45PM

FOR ROADWAY: MANVILLE STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	0	1	1	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	0	1	1	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XXX	1	2	3	
49		0	0	0	
48	XX	1	1	2	
47	X	1	0	1	
46		0	0	0	
45	X	1	0	1	
44	X	0	1	1	
43	XXX	2	1	3	
42	XXX	1	2	3	
41	XX	2	0	2	
40	XX	1	1	2	
39	XXXXXX	3	3	6	
38	XXX	2	1	3	
37	XXXXX	3	2	5	
36	XXX	2	1	3	
35	XXXXXXXX	3	5	8	*
34	XXXXXX	3	3	6	*
33	XXXXXXXXXXX	4	8	12	*
32	XXXXXXXXXXX	6	6	12	PACE
31	XXXXXXX	4	4	8	
30	XXXXXXXXX	3	7	10	
29	XXXXXXXXXX	6	5	11	
28	XXXXXXX	2	6	8	*
27	XXXXXXXXX	5	5	10	*
26	XXXXXXX	4	3	7	*
25	XXXXXXXXXXXXXXXXXXX	11	8	19	
24	XXXXXXXXX	6	4	10	
23	XXXXXXXX	4	5	9	
22	XXXXXXX	3	4	7	
21	XXXXXXXXX	8	2	10	
20	XXX	2	1	3	
19	XXXXX	1	4	5	
18	XXXX	2	2	4	
17	XX	1	1	2	
16	XX	2	0	2	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMIT AND EAST CITY LIMIT

OBSERVATION POINT: 530 MANVILLE ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**37**	**37**	**37**	**M.P.H.**
50TH %:	28	29	29	M.P.H.
15TH %:	21	23	22	M.P.H.
10 MPH PACE:	21 - 30	24 - 33	24 - 33	M.P.H.
% IN PACE:	52%	56%	54%	
% OVER PACE:	40%	25%	26%	
% UNDER PACE:	8%	19%	21%	
ARITHMETIC MEAN:	29	30	30	M.P.H.
SAMPLE VARIANCE:	56	64	60	
STANDARD DEVIATION:	8	8	8	M.P.H.
VARIANCE OF THE MEAN:	0.56	0.64	0.30	
STD. ERROR OF THE MEAN:	0.75	0.80	0.55	M.P.H.

CITY OF COMPTON

DATE: 01/30/24 **DAY:** Tuesday **TIME PERIOD:** 2:47PM **TO** 4:03PM

FOR ROADWAY: MCMILLAN STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40		0	0	0	
39	X	1	0	1	
38	X	1	0	1	
37	X	1	0	1	
36	XXX	3	0	3	
35	X	1	0	1	*
34	XXX	2	1	3	*
33	XXX	1	2	3	*
32	XX	1	1	2	PACE
31	XXXXXXXX	8	0	8	
30	XXXXXXXXXXX	6	5	11	
29	XXXXXXXXXXX	3	8	11	
28	XXXXXXXXXXX	7	5	12	*
27	XXXXXXXXXXXXXXXXXXXXXX	14	8	22	*
26	XXXXXXXXXXXXXXXXXXX	9	10	19	*
25	XXXXXXXXXXXXXXXXXX	8	10	18	
24	XXXXXXXXXXXXXXXXXXXXXXXXXX	6	18	24	
23	XXXXXXXXXXXXXXXXXXX	7	12	19	
22	XXXXXXXXXX	5	5	10	
21	XXXXXXXXXXXXXXX	9	6	15	
20	XXXXXXX	3	3	6	
19	XXXX	2	2	4	
18	X	0	1	1	
17	XXX	2	1	3	
16	XX	0	2	2	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): THORSON AVE AND EAST CITY LIMIT

OBSERVATION POINT: WEST OF BUTLER AVE

POSTED SPEED LIMIT: 25 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**31**	**29**	**30**	**M.P.H.**
50TH %:	26	24	25	M.P.H.
15TH %:	21	21	21	M.P.H.
10 MPH PACE:	21 - 30	21 - 30	21 - 30	M.P.H.
% IN PACE:	74%	87%	81%	
% OVER PACE:	19%	4%	12%	
% UNDER PACE:	7%	9%	8%	
ARITHMETIC MEAN:	26	25	26	M.P.H.
SAMPLE VARIANCE:	22	12	18	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.12	0.09	
STD. ERROR OF THE MEAN:	0.46	0.35	0.30	M.P.H.

CITY OF COMPTON

DATE: 01/31/24 **DAY:** Wednesday **TIME PERIOD:** 9:53AM **TO** 10:55AM

FOR ROADWAY: PALMER STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41	X	0	1	1	
40		0	0	0	
39	X	0	1	1	
38		0	0	0	
37	X	0	1	1	
36	XXX	1	2	3	
35	XXXX	1	3	4	*
34	XXXX	2	2	4	*
33	XXXX	0	4	4	*
32	XXXX	1	3	4	PACE
31	XXXXXXX	4	3	7	
30	XXXXXXXXXXXXXXX	5	10	15	
29	XXXXXXXXXXXXXXXXX	9	8	17	
28	XXXXXXXXXXXXXXXX	7	9	16	*
27	XXXXXXXXXXXXXXXXXX	10	8	18	*
26	XXXXXXXXXXXXXXX	8	7	15	*
25	XXXXXXXXXX	6	5	11	
24	XXXXXXXXXXXXXXXX	13	3	16	
23	XXXXXXXXX	4	5	9	
22	XXXXXXXX	5	3	8	
21	XXXXXXXXXXX	6	5	11	
20	XXXXXXXXX	6	3	9	
19	XXXX	3	1	4	
18	XXXXXXXX	4	4	8	
17	XXXXXXXXX	3	6	9	
16	XXXX	2	2	4	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALAMEDA ST AND SANTA FE AVE

OBSERVATION POINT: 401 PALMER ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**29**	**32**	**30**	**M.P.H.**
50TH %:	25	27	26	M.P.H.
15TH %:	20	20	20	M.P.H.
10 MPH PACE:	20 - 29	21 - 30	21 - 30	M.P.H.
% IN PACE:	74%	63%	68%	
% OVER PACE:	14%	21%	15%	
% UNDER PACE:	12%	16%	17%	
ARITHMETIC MEAN:	25	27	26	M.P.H.
SAMPLE VARIANCE:	20	35	28	
STANDARD DEVIATION:	4	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.35	0.14	
STD. ERROR OF THE MEAN:	0.44	0.59	0.37	M.P.H.

CITY OF COMPTON

DATE: 01/31/24 **DAY:** Wednesday **TIME PERIOD:** 9:00AM **TO** 9:49AM

FOR ROADWAY: PALMER STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	0	1	1	
44	X	0	1	1	
43	X	1	0	1	
42		0	0	0	
41	X	1	0	1	
40	XX	1	1	2	
39	XXXX	2	2	4	
38	XXXXX	3	2	5	
37	XXXXXXX	4	3	7	
36	XXXXXXX	3	4	7	
35	XXXXXXXXXXXXXXXX	10	6	16	*
34	XXXXXXXXXXXXXX	8	6	14	*
33	XXXXXXXXXXXXXXX	9	6	15	*
32	XXXXXXXXXXXXXXXXXX	8	10	18	PACE
31	XXXXXXXXXXXXXXX	5	10	15	
30	XXXXXXXXXXXXXXXXXXXXXX	13	8	21	
29	XXXXXXXXXXXXX	4	9	13	
28	XXXXXXXXXX	7	4	11	*
27	XXXXXXXXX	2	8	10	*
26	XXXXXXXXXXXX	6	6	12	*
25	XXXXXXX	3	4	7	
24	XXXXX	1	4	5	
23	XXXX	3	1	4	
22	XXX	2	1	3	
21	X	1	0	1	
20	XX	1	1	2	
19	X	0	1	1	
18	XX	2	0	2	
17	X	0	1	1	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): SANTA FE AVE AND LONG BEACH BLVD

OBSERVATION POINT: 1116 PALMER ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**35**	**35**	**35**	**M.P.H.**
50TH %:	31	31	31	M.P.H.
15TH %:	26	26	26	M.P.H.
10 MPH PACE:	26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:	72%	73%	73%	
% OVER PACE:	15%	14%	15%	
% UNDER PACE:	13%	13%	13%	
ARITHMETIC MEAN:	31	31	31	M.P.H.
SAMPLE VARIANCE:	25	24	24	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.24	0.12	
STD. ERROR OF THE MEAN:	0.50	0.49	0.35	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 10:41AM **TO** 12:25PM

FOR ROADWAY: PARMELEE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41	X	0	1	1	
40		0	0	0	
39		0	0	0	
38	X	0	1	1	
37	XX	1	1	2	
36		0	0	0	
35	X	0	1	1	*
34	XXXXX	3	2	5	*
33	XXXXX	3	2	5	*
32	XXXXX	4	1	5	PACE
31	XXXXXXXXXX	6	4	10	
30	XXXXXXXXXXXXXX	8	6	14	
29	XXXXXXXXXXXX	6	6	12	
28	XXXXXXXXXXXXXXXXX	8	9	17	*
27	XXXXXXXXXXXXXXXXXXXX	9	11	20	*
26	XXXXXXXXXXXXXX	6	8	14	*
25	XXXXXXXXXXXXXXXXXXXXXXXXX	12	12	24	
24	XXXXXXXXXXXXXX	7	7	14	
23	XXXXXXXXXXXX	10	3	13	
22	XXXXXXXXXXXXXX	6	8	14	
21	XXXXXXXXXXXXX	7	6	13	
20	XXXXX	0	5	5	
19	XXXXX	2	3	5	
18	XXXX	1	3	4	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): 138TH ST AND EL SEGUNDO BLVD

OBSERVATION POINT: 2176 PARMELEE AVE

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**31**	**30**	**31**	**M.P.H.**
50TH %:	26	26	26	M.P.H.
15TH %:	22	21	22	M.P.H.
10 MPH PACE:	21 - 30	21 - 30	21 - 30	M.P.H.
% IN PACE:	79%	76%	78%	
% OVER PACE:	18%	13%	16%	
% UNDER PACE:	3%	11%	7%	
ARITHMETIC MEAN:	27	26	26	M.P.H.
SAMPLE VARIANCE:	21	20	21	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.21	0.20	0.10	
STD. ERROR OF THE MEAN:	0.46	0.45	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 10:35AM **TO** 10:51AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49		0	0	0	
48	XX	2	0	2	
47	X	1	0	1	
46	X	1	0	1	
45	XXX	1	2	3	
44	XXXXX	3	2	5	
43	X	1	0	1	
42		0	0	0	
41	XXXXX	4	1	5	
40	XXX	2	1	3	
39	XX	2	0	2	
38	XXXXXXXXX	9	1	10	
37	XXXXXXX	4	3	7	
36	XXXXXXXXXXXXXXXXXXX	8	12	20	
35	XXXXXXXXXXXXXXXXXXXXXXX	12	11	23	*
34	XXXXXXXXXXXXXXXXXX	9	9	18	*
33	XXXXXXXXXXXXXXXXX	13	5	18	*
32	XXXXXXXXXXXXXXXXX	6	12	18	P
31	XXXXXXXXXXXXXXXXXXXXXXX	7	16	23	A
30	XXXXXXXXXXXXXXXXXXXXXX	9	13	22	C
29	XXXXX	2	3	5	E
28	XXXXXXXXX	0	9	9	*
27	XXX	3	0	3	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): WEST CITY LIMIT AND WILMINGTON AVE

OBSERVATION POINT: 821 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**36**	**38**	**M.P.H.**
50TH %:	35	32	34	M.P.H.
15TH %:	31	30	30	M.P.H.
10 MPH PACE:	30 - 39	28 - 37	29 - 38	M.P.H.
% IN PACE:	79%	93%	82%	
% OVER PACE:	16%	7%	12%	
% UNDER PACE:	5%	0%	6%	
ARITHMETIC MEAN:	35	33	34	M.P.H.
SAMPLE VARIANCE:	23	14	19	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.14	0.10	
STD. ERROR OF THE MEAN:	0.48	0.37	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 10:13AM **TO** 10:30AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	0	2	2	
49		0	0	0	
48	X	0	1	1	
47		0	0	0	
46	XX	0	2	2	
45	X	0	1	1	
44	XXXX	0	4	4	
43	XXXXX	2	3	5	
42	XX	1	1	2	
41	XXXXXXX	2	5	7	
40	XXXXXXXXX	5	4	9	
39	XXXX	2	2	4	
38	XXXXXXXXXXXXXX	6	8	14	
37	XXXXXXXXXXXXXXXX	11	5	16	
36	XXXXXXXXXXXXXXXXX	12	5	17	
35	XXXXXXXXXXXXXX	8	6	14	*
34	XXXXXXXXXXXXXXXXXXXXXXXX	12	10	22	*
33	XXXXXXXXXXXXXXX	7	9	16	*
32	XXXXXXXXXXXXXX	10	5	15	*
31	XXXXXXXX	3	5	8	PACE
30	XXXXXXXXXX	7	3	10	
29	XXXXXXXXXXXXXXXX	8	8	16	
28	XXXXXXXXXXXX	3	9	12	*
27	XXX	1	2	3	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WILMINGTON AVE AND ACACIA AVE

OBSERVATION POINT: 344 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**38**	**41**	**40**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	30	29	29	M.P.H.
10 MPH PACE:	29 - 38	28 - 37	29 - 38	M.P.H.
% IN PACE:	84%	65%	74%	
% OVER PACE:	12%	33%	19%	
% UNDER PACE:	4%	2%	8%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	13	31	22	
STANDARD DEVIATION:	4	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.13	0.31	0.11	
STD. ERROR OF THE MEAN:	0.37	0.55	0.33	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 9:57AM **TO** 10:10AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	0	1	1	
54		0	0	0	
53	X	0	1	1	
52		0	0	0	
51	X	0	1	1	
50		0	0	0	
49	X	0	1	1	
48	X	0	1	1	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XXXX	2	2	4	
42	XXXX	0	4	4	
41	XXXXXXX	1	6	7	
40	XXXXX	0	5	5	
39	XXXXXXXXXX	4	6	10	
38	XXXXXXXXXXXX	7	5	12	
37	XXXXXXXXXXXXX	9	4	13	
36	XXXXXXXXXXXXXXXXXXXXXX	12	10	22	
35	XXXXXXXXXXXXXXXXXXXXXX	15	7	22	*
34	XXXXXXXXXXXXXXXXXXXXXXX	12	11	23	*
33	XXXXXXXXXXXXXXXXXXXXXX	9	13	22	*
32	XXXXXXXXXX	6	4	10	*
31	XXXXXXXXXXXXXXXX	11	5	16	PACE
30	XXXXXXXXXXXXXXX	6	9	15	
29	XXXXX	1	4	5	
28	XXX	3	0	3	*
27	X	1	0	1	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ACACIA AVE AND SANTA FE AVE

OBSERVATION POINT: 200 W ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**37**	**41**	**39**	**M.P.H.**
50TH %:	35	35	35	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	30 - 39	30 - 39	M.P.H.
% IN PACE:	91%	74%	83%	
% OVER PACE:	4%	22%	13%	
% UNDER PACE:	5%	4%	5%	
ARITHMETIC MEAN:	34	36	35	M.P.H.
SAMPLE VARIANCE:	11	26	19	
STANDARD DEVIATION:	3	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.26	0.10	
STD. ERROR OF THE MEAN:	0.33	0.51	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 9:34AM **TO** 9:50AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52	X	0	1	1	
51	XX	0	2	2	
50	X	0	1	1	
49	XX	1	1	2	
48		0	0	0	
47	XXX	1	2	3	
46	X	1	0	1	
45	XX	0	2	2	
44	XXXXX	2	3	5	
43	XX	1	1	2	
42	XXXXX	3	2	5	
41	XXXXX	2	3	5	
40	XXXXXXX	3	4	7	
39	XXXX	2	2	4	
38	XXXX	1	3	4	
37	XXXXXXXXX	5	4	9	
36	XXXXXXXXXXXXXXXXX	10	7	17	
35	XXXXXXXXXXXXXXXXX	9	8	17	*
34	XXXXXXXXXXXXXXXXXXXXXXXXXX	14	10	24	*
33	XXXXXXXXXXXXXX	7	8	15	*
32	XXXXXXXXXXXX	8	5	13	*
31	XXXXXXXX	4	5	9	PACE
30	XXXXXXXXXXXXXX	8	6	14	
29	XXXXXXXXXXX	5	7	12	
28	XXXXXXXXXXXX	7	6	13	*
27	XXXXXXXXXX	4	7	11	*
26	XX	2	0	2	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SANTA FE AVE AND BULLIS RD

OBSERVATION POINT: EAST OF POINSETTIA AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**39**	**41**	**40**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	29	29	29	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	27 - 36	M.P.H.
% IN PACE:	77%	69%	73%	
% OVER PACE:	17%	31%	27%	
% UNDER PACE:	6%	0%	1%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	23	38	30	
STANDARD DEVIATION:	5	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.38	0.15	
STD. ERROR OF THE MEAN:	0.48	0.61	0.39	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 9:16AM **TO** 9:31AM

FOR ROADWAY: ROSECRANS AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	1	0	1	
47	XXX	0	3	3	
46	X	0	1	1	
45	XXXX	3	1	4	
44	XXXXXXX	4	3	7	
43	XXX	1	2	3	
42	XXXXXXXXXXXXX	4	9	13	
41	XXXXX	3	2	5	
40	XXXXXXXXXXXX	8	4	12	
39	XXXXXXXXXXXXXXX	9	6	15	
38	XXXXXXXXXXXXXXX	8	7	15	
37	XXXXXXXXXXXXXXXXXXXXX	10	12	22	
36	XXXXXXXXXXXXXXXXXXXXX	12	9	21	
35	XXXXXXXXXXXX	3	10	13	*
34	XXXXXXXXXXXXX	8	5	13	*
33	XXXXXXX	2	5	7	*
32	XXXXXXXXXXX	8	4	12	*
31	XXXXXXXXXXX	8	4	12	PACE
30	XXXXXXXXXX	4	6	10	
29	XXXXXXX	3	4	7	
28	XXX	1	2	3	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): BULLIS RD AND EAST CITY LIMIT

OBSERVATION POINT: EAST OF MURIEL AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**41**	**42**	**42**	**M.P.H.**
50TH %:	37	37	37	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	31 - 40	33 - 42	31 - 40	M.P.H.
% IN PACE:	76%	69%	71%	
% OVER PACE:	16%	11%	19%	
% UNDER PACE:	8%	20%	10%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	19	24	22	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.24	0.11	
STD. ERROR OF THE MEAN:	0.43	0.49	0.33	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 3:26PM **TO** 3:47PM

FOR ROADWAY: SANTA FE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58	X	0	1	1	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	1	0	1	
50	XXX	2	1	3	
49	XXXX	2	2	4	
48	XX	2	0	2	
47	XXXXX	4	1	5	
46	XXXX	2	2	4	
45	XXXXXXXXXXX	3	8	11	
44	XXXXXXXXXXX	5	6	11	
43	XXXXXXXXXXX	8	3	11	
42	XXXXXXXXX	5	4	9	
41	XXXXXXXXXXXXXXX	7	7	14	
40	XXXXXXXXXX	6	4	10	
39	XXXXXXXXXXXXX	7	6	13	
38	XXXXXXXX	6	2	8	
37	XXXXXXXXXXXXXXX	8	7	15	
36	XXXXXXXXXXXX	5	7	12	
35	XXXXXXXXX	6	4	10	*
34	XXXXXXXXXXXXXXX	7	8	15	*
33	XXXXXXXXXXXXX	5	8	13	*
32	XXXXXXXXX	4	5	9	PACE
31	XXXXXXXXXX	4	6	10	
30	XXXXXX	1	4	5	
29	XX	0	2	2	
28	XX	0	2	2	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ARTESIA BLVD AND GREENLEAF BLVD

OBSERVATION POINT: 1911 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**44**	**45**	**M.P.H.**
50TH %:	39	37	38	M.P.H.
15TH %:	34	32	33	M.P.H.
10 MPH PACE:	34 - 43	32 - 41	33 - 42	M.P.H.
% IN PACE:	65%	58%	60%	
% OVER PACE:	21%	28%	27%	
% UNDER PACE:	14%	14%	14%	
ARITHMETIC MEAN:	39	38	39	M.P.H.
SAMPLE VARIANCE:	26	34	30	
STANDARD DEVIATION:	5	6	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.34	0.15	
STD. ERROR OF THE MEAN:	0.51	0.58	0.39	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 3:07PM **TO** 3:22PM

FOR ROADWAY: SANTA FE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57	X	1	0	1	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53	XX	1	1	2	
52	X	1	0	1	
51	X	1	0	1	
50	XXX	2	1	3	
49	XXXXXXX	4	3	7	
48	XXX	1	2	3	
47	XXXXXXXXX	3	6	9	
46	XXXXXXX	1	6	7	
45	XXXXXXXXX	6	3	9	
44	XXXXXXXXXXX	7	5	12	
43	XXXXXXXX	4	4	8	
42	XXXXXXXXXXXXXXXXXXXXXXX	9	14	23	
41	XXXXXXXXX	2	7	9	
40	XXXXXXXXXXXXXXXXX	8	10	18	
39	XXXXXXXXXXXXXX	2	12	14	
38	XXXXXXX	4	3	7	
37	XXXXXXXXXXXXX	8	6	14	
36	XXXXXXXXXXXXXX	7	8	15	
35	XXXXXXXXXXXX	8	4	12	*
34	XXX	3	0	3	*
33	XXXX	4	0	4	*
32	XXXXXXXX	6	2	8	PACE *
31	XXXX	3	1	4	
30		0	0	0	
29	XXX	2	1	3	
28	XX	2	0	2	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: 1300 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**46**	**46**	**M.P.H.**
50TH %:	40	41	40	M.P.H.
15TH %:	33	36	35	M.P.H.
10 MPH PACE:	35 - 44	35 - 44	35 - 44	M.P.H.
% IN PACE:	59%	73%	66%	
% OVER PACE:	21%	23%	22%	
% UNDER PACE:	20%	4%	12%	
ARITHMETIC MEAN:	40	41	40	M.P.H.
SAMPLE VARIANCE:	37	21	30	
STANDARD DEVIATION:	6	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.37	0.21	0.15	
STD. ERROR OF THE MEAN:	0.61	0.46	0.38	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 2:44PM **TO** 3:03PM

FOR ROADWAY: SANTA FE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	0	2	2	
49		0	0	0	
48		0	0	0	
47	X	1	0	1	
46	XX	1	1	2	
45	XXX	0	3	3	
44	X	0	1	1	
43	XXX	2	1	3	
42	XXX	3	0	3	
41	XX	1	1	2	
40	XXXXXXX	4	3	7	
39	XXXXXXXXXX	4	7	11	
38	XXXXXXXXX	5	5	10	
37	XXXXXXXXXXXXXXXXX	9	9	18	
36	XXXXXXXXXXXXX	8	6	14	
35	XXXXXXXXXXXXXXXXX	8	10	18	*
34	XXXXXXXXXXXXXXXXXXXXXX	11	11	22	*
33	XXXXXXXXXXXX	7	6	13	*
32	XXXXXXXXXXXXXXXXX	9	8	17	P
31	XXXXXXXXXXXXXXX	7	9	16	A
30	XXXXXXXXX	5	4	9	C
29	XXXXXXXXXXXXXXX	8	7	15	E
28	XXXXXXXXX	4	5	9	*
27	XXX	2	1	3	*
26	X	1	0	1	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: 333 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**39**	**39**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	29	30	30	M.P.H.
10 MPH PACE:	29 - 38	30 - 39	29 - 38	M.P.H.
% IN PACE:	77%	75%	76%	
% OVER PACE:	16%	12%	18%	
% UNDER PACE:	7%	13%	7%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	19	23	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.23	0.10	
STD. ERROR OF THE MEAN:	0.43	0.48	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 2:25PM **TO** 2:39PM

FOR ROADWAY: SANTA FE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	X	0	1	1	
46		0	0	0	
45	XXXXX	0	5	5	
44	XX	2	0	2	
43		0	0	0	
42	XX	2	0	2	
41	XXXX	0	4	4	
40	XXXXXX	3	3	6	
39	XXXXXXXXXXXXX	3	11	14	
38	XXXXXXXXXXXX	5	8	13	
37	XXXXXXXXXXX	6	6	12	
36	XXXXXXXXXXXX	4	9	13	
35	XXXXXXXXXXX	8	5	13	*
34	XXXXXXXXXXXXXX	4	11	15	*
33	XXXXXXXXXXXXXXXXX	9	10	19	*
32	XXXXXXXXXXXXXXXX	11	7	18	P
31	XXXXXXXXXXXXXXX	10	6	16	A
30	XXXXXXXXXXXXXXXXX	13	5	18	C
29	XXXXXXXXXXXXXXXXX	14	4	18	E
28	XXXXXXXXXX	6	5	11	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: 507 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**39**	**39**	**M.P.H.**
50TH %:	32	35	33	M.P.H.
15TH %:	29	31	30	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	29 - 38	M.P.H.
% IN PACE:	85%	78%	78%	
% OVER PACE:	15%	13%	17%	
% UNDER PACE:	0%	9%	6%	
ARITHMETIC MEAN:	33	35	34	M.P.H.
SAMPLE VARIANCE:	15	19	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.19	0.09	
STD. ERROR OF THE MEAN:	0.39	0.43	0.30	M.P.H.

CITY OF COMPTON

DATE: 01/19/24 **DAY:** Friday **TIME PERIOD:** 2:05PM **TO** 2:21PM

FOR ROADWAY: SANTA FE AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	0	2	2	
49		0	0	0	
48		0	0	0	
47	XX	2	0	2	
46		0	0	0	
45	X	0	1	1	
44	XXX	1	2	3	
43	XX	1	1	2	
42	XXX	2	1	3	
41	XXXXXXXX	2	6	8	
40	XXXXXXXX	5	3	8	
39	XXXXXX	4	2	6	
38	XXXXXXXX	4	4	8	
37	XXXXXXXXXXX	6	6	12	
36	XXXXXXXXXXXXXXXXXXXXXXXXX	13	11	24	
35	XXXXXXXXXXXXXXX	12	4	16	*
34	XXXXXXXXXXXXXXXXXXXXXXX	9	13	22	*
33	XXXXXXXXXXXX	3	10	13	*
32	XXXXXXXXXXXXX	5	9	14	P
31	XXXXXXXXXXXXXXX	7	8	15	A
30	XXXXXXXXXXXXXXX	6	9	15	C
29	XXXXXXXXXXXXXXXXX	11	6	17	E
28	XXXXXXXXX	7	2	9	*
27		0	0	0	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 1311 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**40**	**39**	**M.P.H.**
50TH %:	35	34	34	M.P.H.
15TH %:	29	30	30	M.P.H.
10 MPH PACE:	28 - 37	29 - 38	28 - 37	M.P.H.
% IN PACE:	79%	80%	79%	
% OVER PACE:	21%	18%	22%	
% UNDER PACE:	0%	2%	0%	
ARITHMETIC MEAN:	34	35	35	M.P.H.
SAMPLE VARIANCE:	19	20	20	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.20	0.10	
STD. ERROR OF THE MEAN:	0.44	0.45	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 9:36AM **TO** 10:08AM

FOR ROADWAY: VICTORIA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	0	1	1	
45	X	1	0	1	
44	XXXXX	5	0	5	
43	XXXX	1	3	4	
42	XXXXX	5	0	5	
41	XXXXXX	1	5	6	
40	XXXXXXX	4	3	7	
39	XXXX	3	1	4	
38	XXXXXXXX	7	1	8	
37	XXXXXXXX	6	2	8	
36	XXXXXXXXXXX	8	3	11	
35	XXXXXXXX	3	5	8	*
34	XXXXXXX	1	6	7	*
33	XXXXXXXXXX	3	7	10	*
32	XXXXXXXX	2	6	8	P
31	XXXXXXXXXX	5	5	10	A
30	XXXXXXXXXXXXXXXXXXXX	7	11	18	C
29	XXXXXXXXXXX	4	8	12	E
28	XXXXXXXXXXXXX	9	4	13	*
27	XXXXXXX	4	3	7	*
26	XXXXXX	3	2	5	*
25	XXXX	2	2	4	
24	XXXXXXXXXX	7	3	10	
23	XXXXXXXXX	4	5	9	
22	X	0	1	1	
21	XXXXXX	2	4	6	
20	XXXXXX	1	4	5	
19	X	1	0	1	
18	X	0	1	1	
17	X	1	0	1	
16	XX	0	2	2	
15	XX	0	2	2	
		100	**100**	**200**	

LIMITS (BTN): WILMINGTON AVE AND APRA ST

OBSERVATION POINT: 685 VICTORIA ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**40**	**38**	**39**	**M.P.H.**
50TH %:	31	30	31	M.P.H.
15TH %:	24	23	24	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	28 - 37	M.P.H.
% IN PACE:	48%	58%	53%	
% OVER PACE:	27%	16%	21%	
% UNDER PACE:	25%	26%	27%	
ARITHMETIC MEAN:	32	30	31	M.P.H.
SAMPLE VARIANCE:	47	46	47	
STANDARD DEVIATION:	7	7	7	M.P.H.
VARIANCE OF THE MEAN:	0.47	0.45	0.24	
STD. ERROR OF THE MEAN:	0.68	0.67	0.49	M.P.H.

CITY OF COMPTON

DATE: 01/26/24 **DAY:** Friday **TIME PERIOD:** 9:00AM **TO** 9:33AM

FOR ROADWAY: VICTORIA STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	X	1	0	1	
49		0	0	0	
48	XX	1	1	2	
47	X	1	0	1	
46	X	1	0	1	
45	X	0	1	1	
44	X	0	1	1	
43		0	0	0	
42	XX	0	2	2	
41	XXXXX	2	3	5	
40	XXXXX	3	2	5	
39	XXX	0	3	3	
38	XXXXXXXXXXX	4	7	11	
37	XXX	1	2	3	
36	XXXXXX	2	4	6	
35	XXXXXXXXXX	4	6	10	*
34	XXXXXXXXX	5	4	9	*
33	XXXXX	2	3	5	*
32	XXXXXXXXXX	4	8	12	PACE
31	XXXXXXXXXXX	7	5	12	
30	XXXXXXXXXXXXXXXXX	9	8	17	
29	XXXXXXXXX	4	6	10	
28	XXXXXXXXXXX	5	7	12	*
27	XXXXXX	4	2	6	*
26	XXXXXXXXXXXXXX	6	8	14	*
25	XXXXXXXX	4	4	8	
24	XXXXXXXXXXX	6	5	11	
23	XXXXXXXX	7	1	8	
22	XXXXXX	5	1	6	
21	XXX	3	0	3	
20	XXXX	3	1	4	
19	XX	1	1	2	
18	XX	1	1	2	
17	XXX	2	1	3	
16	XX	1	1	2	
15	XX	1	1	2	
		100	**100**	**200**	

LIMITS (BTN): APRA ST AND SOUTH CITY LIMIT

OBSERVATION POINT: 375 VICTORIA ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**36**	**38**	**38**	**M.P.H.**
50TH %:	29	31	30	M.P.H.
15TH %:	22	25	23	M.P.H.
10 MPH PACE:	22 - 31	26 - 35	23 - 32	M.P.H.
% IN PACE:	57%	57%	55%	
% OVER PACE:	31%	26%	33%	
% UNDER PACE:	12%	17%	12%	
ARITHMETIC MEAN:	29	31	30	M.P.H.
SAMPLE VARIANCE:	51	42	47	
STANDARD DEVIATION:	7	7	7	M.P.H.
VARIANCE OF THE MEAN:	0.51	0.42	0.24	
STD. ERROR OF THE MEAN:	0.71	0.65	0.49	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 1:49PM **TO** 3:01PM

FOR ROADWAY: WALNUT STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	0	1	1	
48		0	0	0	
47	XX	1	1	2	
46	X	0	1	1	
45		0	0	0	
44	X	1	0	1	
43	XXX	2	1	3	
42	XXX	1	2	3	
41		0	0	0	
40	XXXX	0	4	4	
39	XXXX	3	1	4	
38	XX	1	1	2	
37	XXXXX	5	0	5	
36	XXXXXX	2	4	6	
35	XXXXXXXXX	3	6	9	*
34	XXXXXXXXX	6	3	9	*
33	XXX	1	2	3	*
32	XXXXXX	3	3	6	PACE
31	XXXXXXXXXX	8	2	10	
30	XXXXXXXXX	5	4	9	
29	XXXXXXXXX	6	3	9	
28	XXXXXXXXXXXXXXX	8	7	15	*
27	XXXXXXXX	5	3	8	*
26	XXXXXXXXXXXXXXXX	9	6	15	*
25	XXXXXXXXXXX	5	6	11	
24	XXXXXXX	3	3	6	
23	XXXXXXXXXXX	4	7	11	
22	XXXXXXXXX	3	6	9	
21	XXXXXXXXXXXX	8	4	12	
20	XXXXXXXXXX	2	8	10	
19	XXXXXXX	2	5	7	
18	XXXXXX	2	4	6	
17	XXX	1	2	3	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WEST CITY LIMIT AND WILMINGTON AVE

OBSERVATION POINT: 901 WALNUT AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**36**	**36**	**36**	**M.P.H.**
50TH %:	28	26	28	M.P.H.
15TH %:	21	20	21	M.P.H.
10 MPH PACE:	25 - 34	19 - 28	20 - 29	M.P.H.
% IN PACE:	56%	55%	53%	
% OVER PACE:	19%	39%	39%	
% UNDER PACE:	25%	6%	8%	
ARITHMETIC MEAN:	29	28	28	M.P.H.
SAMPLE VARIANCE:	41	57	49	
STANDARD DEVIATION:	6	8	7	M.P.H.
VARIANCE OF THE MEAN:	0.41	0.57	0.24	
STD. ERROR OF THE MEAN:	0.64	0.75	0.49	M.P.H.

CITY OF COMPTON

DATE: 01/29/24 **DAY:** Monday **TIME PERIOD:** 3:05PM **TO** 4:24PM

FOR ROADWAY: WALNUT STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62	XX	2	0	2	
61		0	0	0	
60	X	1	0	1	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	1	0	1	
54	X	1	0	1	
53	XX	2	0	2	
52	XX	1	1	2	
51	XX	2	0	2	
50	X	1	0	1	
49	XX	1	1	2	
48	XXX	2	1	3	
47	X	1	0	1	
46	X	1	0	1	
45	XX	2	0	2	
44	XXX	1	2	3	
43	XXXXX	1	4	5	
42	XXX	2	1	3	
41	XXXXXXXX	5	3	8	
40	XXXXXXXXXXXXX	8	5	13	
39	XXXXXXXXXXX	7	4	11	
38	XXXXXXXX	6	2	8	
37	XXXXXXXXXXXXXX	9	5	14	
36	XXXXXXXXXXX	4	7	11	
35	XXXXXXXXXXX	5	6	11	*
34	XXXXXXXX	4	4	8	*
33	XXXXXXXXXXX	4	7	11	*
32	XXXXXXXXXX	4	6	10	*
31	XXXXXXXXX	6	3	9	PACE
30	XXXXXXXX	6	2	8	
29	XXXXXXXXX	3	6	9	
28	XXX	2	1	3	*
27	XXXX	0	4	4	*
26	XXXX	0	4	4	*
25	XXX	0	3	3	
24	XX	0	2	2	
23	XXXXXXX	2	5	7	
22	XXXX	1	3	4	
21		0	0	0	
20	XXXXX	1	4	5	
19	X	1	0	1	
18	XX	0	2	2	
17	X	0	1	1	
16	X	0	1	1	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WILMINGTON AVE AND ACACIA AVE

OBSERVATION POINT: 615 WALNUT AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**46**	**40**	**42**	**M.P.H.**
50TH %:	37	33	35	M.P.H.
15TH %:	30	23	26	M.P.H.
10 MPH PACE:	31 - 40	32 - 41	31 - 40	M.P.H.
% IN PACE:	57%	49%	53%	
% OVER PACE:	27%	10%	20%	
% UNDER PACE:	16%	41%	27%	
ARITHMETIC MEAN:	38	32	35	M.P.H.
SAMPLE VARIANCE:	70	58	71	
STANDARD DEVIATION:	8	8	8	M.P.H.
VARIANCE OF THE MEAN:	0.70	0.58	0.36	
STD. ERROR OF THE MEAN:	0.84	0.76	0.60	M.P.H.

CITY OF COMPTON

DATE: 01/30/24 **DAY:** Tuesday **TIME PERIOD:** 9:00AM **TO** 11:00AM

FOR ROADWAY: WILLOWBROOK AVENUE (EAST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58	X	1	0	1	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	0	1	1	
53		0	0	0	
52	X	1	0	1	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	X	0	1	1	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	1	0	1	
43	XXXX	1	3	4	
42	XXX	0	3	3	
41	XXXXX	1	4	5	
40	XXX	1	2	3	
39	XXXXXXX	1	6	7	
38	XXXXXX	2	4	6	
37	XXXXXXX	2	5	7	
36	XXXXXXXXXXXXX	6	7	13	
35	XXX	1	2	3	*
34	XXXXX	1	4	5	*
33	XXXXXXXXXX	5	5	10	*
32	XXXXXXX	2	5	7	P
31	XXXXXXXX	4	4	8	A
30	XXXXXXX	4	3	7	C
29	XXXXXXXX	4	4	8	E
28	XXXXX	0	5	5	*
27	XXXXXXX	4	3	7	*
26	XXXXXXX	4	3	7	*
25	X	1	0	1	
24	XXX	2	1	3	
23		0	0	0	
22	X	1	0	1	
21	X	1	0	1	
20	X	1	0	1	
19		0	0	0	
18	X	1	0	1	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		53	**75**	**128**	

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: 1020 WILLOWBROOK AVE (EAST)

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**41**	**40**	**M.P.H.**
50TH %:	31	35	33	M.P.H.
15TH %:	26	28	27	M.P.H.
10 MPH PACE:	29 - 38	30 - 39	29 - 38	M.P.H.
% IN PACE:	58%	60%	58%	
% OVER PACE:	13%	19%	21%	
% UNDER PACE:	28%	21%	21%	
ARITHMETIC MEAN:	32	35	34	M.P.H.
SAMPLE VARIANCE:	54	32	42	
STANDARD DEVIATION:	7	6	7	M.P.H.
VARIANCE OF THE MEAN:	1.02	0.43	0.33	
STD. ERROR OF THE MEAN:	1.01	0.65	0.58	M.P.H.

CITY OF COMPTON

DATE: 01/30/24 **DAY:** Tuesday **TIME PERIOD:** 11:03AM **TO** 12:35PM

FOR ROADWAY: WILLOWBROOK AVENUE (EAST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	1	0	1	
53	X	0	1	1	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	XX	1	1	2	
44	XX	1	1	2	
43	XXX	3	0	3	
42	XXXX	1	3	4	
41	XXXX	2	2	4	
40	XXX	2	1	3	
39	XXXXX	3	2	5	
38	XXXXXX	1	5	6	
37	XXXX	2	2	4	
36	XXXXXX	1	5	6	
35	XXXXXXXXXXXX	6	6	12	*
34	XXXXXXXXXXXXX	5	8	13	*
33	XXXXXXXXXXXXXXXXXX	9	9	18	*
32	XXXXXXXXXXXXXXXX	6	10	16	
31	XXXXXXXXXXXXXXXXXX	12	6	18	
30	XXXXXXXXXXXXX	5	8	13	
29	XXXXXXXXXXXX	7	6	13	
28	XXXXXXXXXXXXXX	8	6	14	*
27	XXXXXXXXX	5	4	9	*
26	XXXXXXX	3	3	6	*
25	XXXXXXX	3	4	7	
24	XXXX	2	2	4	
23	XXXXXXXX	6	2	8	
22		0	0	0	
21	XX	1	1	2	
20	X	1	0	1	
19	XX	2	0	2	
18	X	1	0	1	
17	XX	0	2	2	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF INDIGO ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**38**	**38**	**M.P.H.**
50TH %:	31	32	31	M.P.H.
15TH %:	25	27	26	M.P.H.
10 MPH PACE:	26 - 35	27 - 36	27 - 36	M.P.H.
% IN PACE:	66%	68%	66%	
% OVER PACE:	18%	18%	18%	
% UNDER PACE:	16%	14%	17%	
ARITHMETIC MEAN:	31	32	32	M.P.H.
SAMPLE VARIANCE:	39	33	36	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.39	0.33	0.18	
STD. ERROR OF THE MEAN:	0.62	0.57	0.42	M.P.H.

CITY OF COMPTON

DATE: 01/30/24 **DAY:** Tuesday **TIME PERIOD:** 12:42PM **TO** 1:53PM

FOR ROADWAY: WILLOWBROOK AVENUE (EAST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54	X	1	0	1	
53	X	0	1	1	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	1	0	1	
44	X	0	1	1	
43	X	0	1	1	
42	XX	0	2	2	
41	XXX	1	2	3	
40	XX	1	1	2	
39	XXX	1	2	3	
38	XXX	2	1	3	
37	XXXXXXXXX	4	5	9	
36	XXXXXX	2	4	6	
35	XXXXXXXXXX	6	4	10	*
34	XXXXXXXXX	4	5	9	*
33	XXXXXXXX	5	3	8	*
32	XXXXXXXXXXXXXX	8	6	14	P
31	XXXXXXXXXXXXXXX	5	10	15	A
30	XXXXXXXXXXXXXXXXXXXXXXXXXX	10	14	24	C
29	XXXXXXXXXXXXXXXXXXX	12	7	19	E
28	XXXXXXXXXXXXXXXX	7	9	16	*
27	XXXXXXXXX	4	5	9	*
26	XXXXXXXXXXXXXXXX	10	5	15	*
25	XXXXX	3	2	5	
24	XXXXX	1	4	5	
23	XXX	1	2	3	
22	XXXXX	2	3	5	
21	X	1	0	1	
20	X	1	0	1	
19	X	1	0	1	
18		0	0	0	
17	XX	1	1	2	
16	XXXXX	5	0	5	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: 812 WILLOWBROOK AVE (EAST)

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**35**	**37**	**36**	**M.P.H.**
50TH %:	30	30	30	M.P.H.
15TH %:	25	26	26	M.P.H.
10 MPH PACE:	26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:	71%	68%	70%	
% OVER PACE:	13%	20%	17%	
% UNDER PACE:	16%	12%	14%	
ARITHMETIC MEAN:	30	31	30	M.P.H.
SAMPLE VARIANCE:	38	31	35	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.38	0.31	0.17	
STD. ERROR OF THE MEAN:	0.62	0.56	0.42	M.P.H.

CITY OF COMPTON

DATE: 01/24/24 **DAY:** Wednesday **TIME PERIOD:** 1:37PM **TO** 2:48PM

FOR ROADWAY: WILLOWBROOK AVENUE (WEST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53	X	0	1	1	
52		0	0	0	
51	X	0	1	1	
50	X	1	0	1	
49		0	0	0	
48	X	0	1	1	
47	X	0	1	1	
46		0	0	0	
45	X	1	0	1	
44	X	1	0	1	
43	XX	0	2	2	
42	XXX	2	1	3	
41	XX	1	1	2	
40	XX	2	0	2	
39	XXX	0	3	3	
38	XXXX	3	1	4	
37	XXXX	2	2	4	
36	XXXXXXXXXX	7	3	10	
35	XXXXXXXXX	4	5	9	*
34	XXXXXXXXXXXX	8	4	12	*
33	XXXXXXXXXXX	7	4	11	*
32	XXXXXXXXXXXXXXXXX	9	8	17	P
31	XXXXXXXXXXXXX	3	10	13	A
30	XXXXXXXXXXXXXXX	8	7	15	C
29	XXXXXXXXXX	6	4	10	E
28	XXXXXXXXXXXXXX	7	7	14	*
27	XXXXXXX	4	3	7	*
26	XXXXXXXXX	4	5	9	*
25	XXXXXX	4	2	6	
24	XXXXXXXXXXXXX	7	6	13	
23	XXXXXXXXXX	2	8	10	
22	XXXXXXX	1	6	7	
21	XXX	2	1	3	
20	X	0	1	1	
19	XXXXX	3	2	5	
18		0	0	0	
17		0	0	0	
16	X	1	0	1	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: NORTH OF BENNETT ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**36**	**36**	**M.P.H.**
50TH %:	31	30	30	M.P.H.
15TH %:	24	23	24	M.P.H.
10 MPH PACE:	27 - 36	23 - 32	27 - 36	M.P.H.
% IN PACE:	63%	60%	59%	
% OVER PACE:	13%	30%	14%	
% UNDER PACE:	24%	10%	28%	
ARITHMETIC MEAN:	31	30	31	M.P.H.
SAMPLE VARIANCE:	36	46	41	
STANDARD DEVIATION:	6	7	6	M.P.H.
VARIANCE OF THE MEAN:	0.36	0.46	0.21	
STD. ERROR OF THE MEAN:	0.60	0.68	0.45	M.P.H.

CITY OF COMPTON

DATE: 01/24/24 **DAY:** Wednesday **TIME PERIOD:** 2:54PM **TO** 3:43PM

FOR ROADWAY: WILLOWBROOK AVENUE (WEST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44	X	0	1	1	
43	X	0	1	1	
42	X	0	1	1	
41	XX	1	1	2	
40	XXX	1	2	3	
39	XX	0	2	2	
38	XXXXXXXX	3	5	8	
37	XXXXX	3	2	5	
36	XXXXXXXXX	5	4	9	
35	XXXXXXXXXXX	6	5	11	*
34	XXXXXXXXX	5	4	9	*
33	XXXXXXXX	2	6	8	*
32	XXXXXXXXXXXXXXXXXXXXXXXXX	13	11	24	*
31	XXXXXXXXXXXXXXXXXXXXXX	12	8	20	*
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	16	8	24	*
29	XXXXXXXXXXXXX	7	6	13	*
28	XXXXXXXXXXXXXXXX	10	6	16	*
27	XXXXXXXXXXXXXXXX	7	9	16	*
26	XXXXXXXXXXX	4	7	11	*
25	XX	0	2	2	
24	XXXXXXX	4	3	7	
23	XXX	0	3	3	
22	X	1	0	1	
21	X	0	1	1	
20	X	0	1	1	
19	X	0	1	1	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF CYPRESS ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**35**	**36**	**36**	**M.P.H.**
50TH %:	31	31	31	M.P.H.
15TH %:	27	26	27	M.P.H.
10 MPH PACE:	27 - 36	26 - 35	26 - 35	M.P.H.
% IN PACE:	83%	70%	76%	
% OVER PACE:	8%	19%	16%	
% UNDER PACE:	9%	11%	8%	
ARITHMETIC MEAN:	31	31	31	M.P.H.
SAMPLE VARIANCE:	14	26	20	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.26	0.10	
STD. ERROR OF THE MEAN:	0.37	0.51	0.31	M.P.H.

CITY OF COMPTON

DATE: 01/30/24 **DAY:** Tuesday **TIME PERIOD:** 1:57PM **TO** 2:41PM

FOR ROADWAY: WILLOWBROOK AVENUE (WEST)

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	1	0	1	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40	X	1	0	1	
39		0	0	0	
38	XXX	2	1	3	
37	X	1	0	1	
36		0	0	0	
35	XXX	2	1	3	*
34	XXXXXX	3	3	6	*
33	XXX	1	2	3	*
32	XXXXXXXX	6	2	8	PACE
31	XXXXXXXXXXX	7	4	11	
30	XXXXXXXXX	6	3	9	
29	XXXXXXXXXXXXXXXXX	7	10	17	
28	XXXXXXXXXXXXXX	6	8	14	*
27	XXXXXXXXXXXXXXXXXXX	10	8	18	*
26	XXXXXXXXXXXXXXXXX	9	8	17	*
25	XXXXXXXXXXXXXXXXXX	9	9	18	
24	XXXXXXXXXXXXXXXX	4	12	16	
23	XXXXXXX	3	4	7	
22	XXXXXXXXXXXXXXXXXX	6	11	17	
21	XXXXXXXX	5	3	8	
20	XXXXXX	3	3	6	
19	XXXXXXXX	6	2	8	
18	XXXXXX	2	4	6	
17	XX	0	2	2	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF ELM ST

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**32**	**30**	**31**	**M.P.H.**
50TH %:	27	25	26	M.P.H.
15TH %:	21	22	21	M.P.H.
10 MPH PACE:	23 - 32	22 - 31	22 - 31	M.P.H.
% IN PACE:	67%	77%	72%	
% OVER PACE:	11%	9%	13%	
% UNDER PACE:	22%	14%	15%	
ARITHMETIC MEAN:	27	26	26	M.P.H.
SAMPLE VARIANCE:	27	18	23	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.27	0.18	0.11	
STD. ERROR OF THE MEAN:	0.52	0.43	0.34	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 3:13PM **TO** 3:32PM

FOR ROADWAY: WILMINGTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	XX	0	2	2	
44	XX	0	2	2	
43	XXXX	1	3	4	
42	X	0	1	1	
41	XXXX	0	4	4	
40	XXXXXX	2	4	6	
39	XXXXXXXXXX	4	7	11	
38	XXXXXXXXX	2	8	10	
37	XXXXXXXXXXXX	6	8	14	
36	XXXXXXXXXXXX	5	9	14	
35	XXXXXXXXXXXXXXXXXXXXXXXXX	18	8	26	*
34	XXXXXXXXXXXXXX	8	7	15	*
33	XXXXXXXXXXXXXXXXXXXX	12	9	21	*
32	XXXXXXXXXX	6	6	12	P
31	XXXXXXXXXXXXXXXX	10	7	17	A
30	XXXXXXXXXXX	7	5	12	C
29	XXXXXXXXXXXXX	10	4	14	E
28	XXXXXXXXXXXX	8	4	12	*
27	XXX	1	2	3	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): SOUTH CITY LIMIT AND GREENLEAF BLVD

OBSERVATION POINT: NORTH OF CAROB ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**40**	**38**	**M.P.H.**
50TH %:	33	35	34	M.P.H.
15TH %:	29	30	30	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	28 - 37	M.P.H.
% IN PACE:	90%	74%	79%	
% OVER PACE:	9%	16%	20%	
% UNDER PACE:	1%	10%	2%	
ARITHMETIC MEAN:	33	35	34	M.P.H.
SAMPLE VARIANCE:	11	19	16	
STANDARD DEVIATION:	3	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.19	0.08	
STD. ERROR OF THE MEAN:	0.34	0.43	0.28	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 2:50PM **TO** 3:04PM

FOR ROADWAY: WILMINGTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	X	1	0	1	
48		0	0	0	
47	XX	1	1	2	
46		0	0	0	
45	XX	2	0	2	
44	XXXXX	2	3	5	
43	XX	1	1	2	
42	XXXXXXXXXX	4	6	10	
41	XXXXXXXX	4	4	8	
40	XXXXXXXX	5	3	8	
39	XXXXXXXXXXXXX	7	6	13	
38	XXXXXXXXXXXXXXXXX	10	7	17	
37	XXXXXXXXXXXXXXXXX	8	9	17	
36	XXXXXXXXXX	3	8	11	
35	XXXXXXXXXX	5	6	11	*
34	XXXXXXXXXXXXXXXXXXX	10	9	19	*
33	XXXXXXXXXXXXXXXXX	10	7	17	*
32	XXXXXXXX	4	4	8	P
31	XXXXXXXXXXXXXXX	8	7	15	A
30	XXXXXXXXXXXXXXXXX	6	10	16	C
29	XXXXXXXXXXX	5	6	11	E
28	XXXX	1	3	4	*
27	XXX	3	0	3	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: SOUTH OF TICHENOR ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**40**	**40**	**40**	**M.P.H.**
50TH %:	35	35	35	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	30 - 39	30 - 39	30 - 39	M.P.H.
% IN PACE:	71%	73%	72%	
% OVER PACE:	20%	18%	19%	
% UNDER PACE:	9%	9%	9%	
ARITHMETIC MEAN:	36	35	35	M.P.H.
SAMPLE VARIANCE:	22	20	21	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.20	0.10	
STD. ERROR OF THE MEAN:	0.47	0.44	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 2:27PM **TO** 2:39PM

FOR ROADWAY: WILMINGTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52	XXX	2	1	3	
51	X	1	0	1	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47	XX	1	1	2	
46	XX	1	1	2	
45	X	1	0	1	
44	XXX	2	1	3	
43	XXXX	3	1	4	
42	X	1	0	1	
41	XXXXXX	4	2	6	
40	XXXXXX	3	3	6	
39	XXXXXXXXXX	6	4	10	
38	XXXXXXXX	5	3	8	
37	XXXXXXXXXXXXXX	10	5	15	
36	XXXXXXXXXXXXXXXXXX	7	12	19	
35	XXXXXXXXXXXXXXXXXXXXXXX	11	14	25	*
34	XXXXXXXXXXXXXXXXXXXXXX	12	11	23	*
33	XXXXXXXXXXXXXXXXXXXXXX	10	13	23	*
32	XXXXXXXXXXXXXX	4	11	15	P
31	XXXXXXXXXXXXX	7	6	13	A
30	XXXXXX	4	2	6	C
29	XXXXXXX	4	3	7	E
28	XXXXX	1	4	5	*
27	XX	0	2	2	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF KEMP CT

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**41**	**38**	**39**	**M.P.H.**
50TH %:	35	34	35	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	31 - 40	31 - 40	M.P.H.
% IN PACE:	76%	82%	79%	
% OVER PACE:	19%	7%	12%	
% UNDER PACE:	5%	11%	10%	
ARITHMETIC MEAN:	36	35	35	M.P.H.
SAMPLE VARIANCE:	24	17	21	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.24	0.17	0.11	
STD. ERROR OF THE MEAN:	0.49	0.41	0.32	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 2:10PM **TO** 2:23PM

FOR ROADWAY: WILMINGTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58	X	0	1	1	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51	X	1	0	1	
50	X	0	1	1	
49		0	0	0	
48	X	1	0	1	
47	XX	1	1	2	
46	XXXX	2	2	4	
45	XXX	2	1	3	
44	XXXXX	4	1	5	
43	XXXX	1	3	4	
42	XXXX	1	3	4	
41	XXXXXX	5	1	6	
40	XXXXX	2	3	5	
39	XXXXXX	3	3	6	
38	XXXXXXXXXX	4	7	11	
37	XXXXXXXXXXX	3	10	13	
36	XXXXXXXXXXXX	3	11	14	
35	XXXXXXXXXXXXXXX	5	14	19	*
34	XXXXXXXXXXXXXXX	6	10	16	*
33	XXXXXXXXXXXXXXX	13	4	17	*
32	XXXXXXXXXXXXXXXXX	9	10	19	P
31	XXXXXXXXXXXXXX	10	5	15	A
30	XXXXXXXXXXX	9	3	12	C
29	XXXXXXXXXXXX	11	2	13	E
28	XXXXXX	2	4	6	*
27	XX	2	0	2	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF ELM ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**41**	**40**	**41**	**M.P.H.**
50TH %:	33	35	34	M.P.H.
15TH %:	29	32	30	M.P.H.
10 MPH PACE:	29 - 38	31 - 40	29 - 38	M.P.H.
% IN PACE:	73%	77%	75%	
% OVER PACE:	23%	14%	22%	
% UNDER PACE:	4%	9%	4%	
ARITHMETIC MEAN:	35	36	35	M.P.H.
SAMPLE VARIANCE:	29	24	27	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.24	0.14	
STD. ERROR OF THE MEAN:	0.54	0.49	0.37	M.P.H.

CITY OF COMPTON

DATE: 01/23/24 **DAY:** Tuesday **TIME PERIOD:** 1:51PM **TO** 2:05PM

FOR ROADWAY: WILMINGTON AVENUE

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	0	1	1	
45		0	0	0	
44	X	1	0	1	
43	XXX	3	0	3	
42	XXX	2	1	3	
41	XXX	1	2	3	
40	XXX	1	2	3	
39	XXXXXXXXX	5	4	9	
38	XXXX	2	2	4	
37	XXXXXXX	4	3	7	
36	XXXXXXXXXXXXXXXXXX	9	10	19	
35	XXXXXXXXXXXXXXXXXXXXX	10	11	21	*
34	XXXXXXXXXXXXXXXXXXXXX	9	12	21	*
33	XXXXXXXXXXXXXXXXX	11	6	17	*
32	XXXXXXXXXXXXXXX	5	10	15	P
31	XXXXXXXXXXXXXX	8	6	14	A
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXXX	15	11	26	C
29	XXXXXXXX	4	4	8	E
28	XXXXXXXXXXXXXX	5	9	14	*
27	XXXXXXXXXXX	5	6	11	*
26		0	0	0	*
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	100	200	

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: SOUTH OF 139TH ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY SUNN

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**36**	**37**	**M.P.H.**
50TH %:	33	33	33	M.P.H.
15TH %:	30	28	29	M.P.H.
10 MPH PACE:	27 - 36	27 - 36	27 - 36	M.P.H.
% IN PACE:	81%	85%	83%	
% OVER PACE:	19%	15%	17%	
% UNDER PACE:	0%	0%	0%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	17	15	16	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.15	0.08	
STD. ERROR OF THE MEAN:	0.41	0.39	0.28	M.P.H.

APPENDIX C

Survey Equipment

Survey Equipment Used

The radar equipment used by City Traffic Counters to collect speed measurements for this survey was a Stalker-II SDR Model Hand-Held Traffic Radar and a Stalker-ATR Model Hand-Held Traffic Radar both manufactured by Applied Concepts of Plano, Texas. The calibration of each unit was checked before each series of measurements were taken. Tests of the units were conducted in accordance with the manufacturer's specifications. The Stalker-II SDR Hand-Held Traffic Radar and Stalker-ATR Model Hand-Held Traffic Radar were last calibrated on January 16, 2023 by Southern California Radar/Laser Certification Laboratory.

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker ATR Radar, Serial Number 71888 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the NHTSA/IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency 120341 & 227227	-.5%	+.5%	4166 Hz	Yes
Radar Device Tuning Fork	-1MPH	+1MPH	N/A	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.735GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	10°	10°	Yes
Low Voltage Supply	5.7	7.3V	6.1	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	N/A	-
Target Channel Sensitivity	<10dB (35-90 MPH)		2.8dB	Yes
Antenna Near Field Maximum Power Density		1 dBm/cm²	-28.26/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The Original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: January 16, 2023
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker SDR Radar, Serial Number AS002077 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00 & .00	Yes
Radar Tuning Fork 303112	-1MPH	+1MPH	0	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.734 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	14°	10°	Yes
Low Voltage Supply	-	10.8V	10.8	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.4dB	Yes
Antenna Near Field Maximum Power Density	-	0dBm/cm²	-21.35dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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