

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  
11/19/2024**

**4:30 PM – CLOSED SESSION  
5:30 PM – PUBLIC MEETING  
5:45 PM – PUBLIC HEARING**

**CLOSED SESSION**

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION  
Susan Hill v. City of Compton, case 21STCV37464  
Pursuant to California Government Code section 54956.9.

**HEARING(S)**

JOINT PUBLIC HEARING:  
CITY COUNCIL AND UCDC 2024 PHA ANNUAL PLAN on Tuesday, November 19, 2024 @ 5:45PM

**OPENING**

**MOMENT OF SILENCE**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**PUBLIC COMMENT ON CLOSED SESSION ITEM(S) ONLY**

**CLOSED SESSION**

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Susan Hill v. City of Compton, case 21STCV37464

Pursuant to California Government Code section 54956.9.

**REPORT ON CLOSED SESSION ITEM(S)**

**PUBLIC MEETING – 5:30PM**

**COMMENDATORY RESOLUTIONS/PRESENTATIONS**

1. KEY TO THE CITY PRESENTATION: DR. EUGENE ALLEN CEO/PRESIDENT  
DUSK TO DAWN URGENT CARE (Councilperson Lillie P. Darden)

**PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS**

**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**

2. FEBRUARY 20, 2024
3. FEBRUARY 27, 2024

**REGULAR AGENDA**

**UNFINISHED BUSINESS**

4. 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 (SECOND READING)

**NEW BUSINESS**

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
APPROVING AN AMENDMENT TO THE POSITION CLASSIFICATION PLAN TO  
INCLUDE THE CLASSIFICATION SPECIFICATIONS OF WORKERS'  
COMPENSATION CLAIMS ADMINISTRATOR

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RESCINDING RESOLUTION NO. 25,677 AND AUTHORIZING THE CITY MANAGER TO ESTABLISH THE CITY'S PURCHASING CARD ACCOUNTS THROUGH THE STATE OF CALIFORNIA'S CAL-CARD PROGRAM TO BE UTILIZED SOLELY AND EXCLUSIVELY FOR APPROVED CITY BUSINESS AND TO RECEIVE AND FILE THE CITY CREDIT CARD POLICY
7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON PROCLAIMING NOVEMBER 30, 2024, AS "SMALL BUSINESS SATURDAY" IN THE CITY OF COMPTON

**COUNCIL COMMENTS**

**ADJOURNMENT**

*NEXT REGULAR MEETING: 11/26/2024 5:30:00 PM @ 11/26/2024 5:30PM.*

*Visit our website at <http://www.comptoncity.org>*

Presenting the **Key to the City** as a symbolic award to honor and show gratitude\* to **Dr. Eugene Allen, MD, DO** (CEO/President of Dusk to Dawn Urgent Care, and Board-Certified Emergency Medicine trained physician from Martin Luther King, Jr. Hospital (MLK) of Los Angeles)

**\*Notable Contributions:**

- 2019, Compton's City Council presented The Doctor with the City of Compton's Recognition and Appreciation Award for Citywide Testing for Breast Cancer Awareness,
- 2020, an unveiling on a community statue of Dr. Eugene Allen, along the 91 Artesia freeway in Compton - representing "Standing together with the community,"
- 2021, World Humanitarian award winner,
- 2024, National Chapter of NAACP Humanitarian Award winner,
- Attaining achievements and partnerships with congressional leaders, city mayors and chamber of commerce from many surrounding cities for the last 20 years,
- Fed over 500,000 people with turkey's giveaway with 50% in the city of Compton,
- Made Home visits to sick patients in Compton during COVID-19 (coronavirus disease) pandemic,
- Provides health lectures on Diabetes, Prostatic Cancer and Hypertension at the local Dollarhide senior center in Compton,
- Provides leading-edge services at 7 Urgent Care locations throughout Southern California,
- Tested over 700 women for breast cancer in Compton for free and found over 175 breast nodules.

## FEBRUARY 20, 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 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, C. Godwin, B. Mims, W. Hopkins

### COMMENDATORY RESOLUTIONS/PRESENTATIONS

#### 1. POWERPOINT PRESENTATION – CULTURAL ARTS PEACE MONUMENT – HWPL (Heavenly Culture, World Peace, Restoration of Light (Councilperson Darden)

**Kelly Guess**, Community Director for Heavenly Culture, World Peace, Restoration of Light Los Angeles Branch, presented a PowerPoint presentation to the City Council showcasing their efforts in the community and proposal to donate a peace monument and plaque to the City of Compton.

### PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

**Fidel Marquez** asked that the City’s street sweeping company be required to use their own water because they are using the water from nearby fire hydrants on street sweeping day. He also challenged the City Council’s appointment to the Planning Commission last week and questioned if someone is intentionally making adjustments to how citizens are represented.

**Vanessa Cain** asked the City Manager if it is plausible for Compton to acquire their own street sweeping equipment and supplies. She also asked the City to focus on environmental justice regarding Vanguard community gardens because they have not been able to work there for over a year now due to contaminated fields. She also requested street stamps around drains to prohibit street vendors from pouring grease into the City’s water supply.

**Lynn Boone** accused the City Council of addressing pressing issues only because it is election time. She argued that ordinances cannot be approved before thirty days unless it is an emergency per Compton City Charter Section 607. She maintained that Item Number Five should be read in full and announced with a public hearing held in 15 days.

**Miller Martin** requested an opportunity to serve on the Compton Parks and Recreation Commission. He also requested an endorsement from the City Council so that he can host a business mixer to attract wealthy sponsors to help support the Enyati family with their Compton studio project proposal.

**Tim Warner** expressed a concern for the condition of the streets in the First District. He requested signage on the east-side to deter heavy equipment vehicle traffic, street takeovers and speeding.

**Todd Bouquet Jr.** invited the residents and business owners to participate in the community clean-up events held on the third Saturday of every month. He also encouraged business owners and community leaders to reach out to JustDoGood.org if they need resources to clean up a specific area or property.

**Shiela Smith** petitioned the City Council to make local companies repair the streets if they insist on using heavy equipment vehicles to transport goods on Wilmington Avenue and Alondra Boulevard.

**Richard Earl**, Concerned Citizens of Compton & NAACP, invited the community to attend their “Election Forum” scheduled to be held on Saturday, February 24 from 5:00pm to 7:00pm at Saint Phillips Lutheran Church. He also requested street repair on Greenleaf, welcome signs at the city limits, and a new citywide camera surveillance system.

**Maria Villa Real**, Latino Chamber of Commerce, requested an inventory report from code enforcement regarding the merchandise confiscated from street vendors.

**Rodney Lister** referenced Item Number Twelve and requested regular updates on the City's strategies to addressing state audit findings.

**Anthony Lewis** recognized City Attorney Perrodin for his efforts regarding Item Number Five. He acknowledged that both the City budget and City Charter are online at this time and paid tribute to the Mayor and City Council for educating the community on City affairs and celebrating Black History month.

**Bishop Guillory** expressed gratitude to his colleagues from the Public Safety Commission for developing recommendations aimed at addressing the street takeover issues in their community. He thanked the City Council for their collaborative spirit in seeking solutions and affirmed that they will not allow external forces to disrupt the peace in the City of Compton.

**Luis Hernandez**, Fire Department, shared the achievements of the local arson unit, indicating that their proactive efforts have resulted in a 100% conviction rate for arson-related crimes, including serious charges such as attempted murder and insurance fraud. He recounted notable cases, including one individual facing severe charges for allegedly targeting a preschool and another for setting a church on fire. He highlighted significant incidents that have caused millions in damage and mentioned the destructive fires at pallet yards and at Artesia Bridge.

**Ernie Guitierrez**, non-commissioned officer in the United States Marine Corps and a veteran of the Iraq War, urged the City Council and the City Attorney to consider proposed amendments to section 7-27 of chapter 7 of the municipal code. He affirmed that he believes the proposed amendments will enhance the effectiveness of the municipal code and send a clear message that street takeovers will not be tolerated in the City of Compton.

## **REGULAR AGENDA**

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

#### **2. REMOVAL OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES**

**PARKS AND RECREATION COMMISSION – (CITY CHARTER SECTION 1011) – MARQUEZ GARNICA**

**Councilperson Duhart** requested the reason for the removal of Marquez Garnica.

**Deputy City Clerk Godwin** answered that the City Clerk's Office has not been able to contact Mr. Garnica.

**Councilperson Bowers** stated that he suggested at the last meeting to hold all removals and appointments until after the election.

On motion by Spicer, seconded by Duhart, to remove **Marquez Garnica** from the Parks and Recreation Commission 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**

**PERSONNEL BOARD – (CITY CHARTER SECTION 1009) – YEWANDE AYODELE (PULLED)**

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

FEDERAL GRANTS ADVISORY BOARD – (CMC SECTION 2-14) – ERNIE GUITIERREZ

**Councilperson Duhart** stated that she did not see the application.

**Mayor Shariff** answered that his application was included in the last set of appointments made by the City Council.

**Councilperson Bowers** questioned why the applicant information was blacked out online and asked for a hard copy of the application that contains all of the applicant's information.

**Councilperson Spicer** stated that his email includes all the applicants' information.

Mayor Sharif stated that she requested the application be sent out a second time with all the information.

On motion by Spicer, seconded by Darden, to appoint **Ernie Guitierrez** to the Federal Grants Advisory Board 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

PERSONNEL BOARD – (CITY CHARTER SECTION 1009) – COUNCILPERSON SPICER (PULLED)

**NEW BUSINESS**

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SETTING THE SALARY RANGE FOR THE SECURITY SERVICES SUPERVISOR CLASSIFICATION (REMOVED)
5. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTION 7-27 OF CHAPTER VII OF THE COMPTON MUNICIPAL CODE TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED IN ILLEGAL SPEED CONTESTS, EXHIBITIONS OF SPEED, STREET RACES, STREET TAKEOVERS, SIDESHOWS, MOTORCYCLE STUNTING AND RECKLESS DRIVING EXHIBITIONS (FIRST READING)

On motion by Spicer, seconded by Duhart, to waive the reading of the ordinance in full by the following vote on roll call:

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

On motion by Spicer, seconded by Darden, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTION 7-27 OF CHAPTER VII OF THE COMPTON MUNICIPAL CODE TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED IN ILLEGAL SPEED CONTESTS, EXHIBITIONS OF SPEED, STREET RACES, STREET TAKEOVERS, SIDESHOWS, MOTORCYCLE STUNTING AND RECKLESS DRIVING EXHIBITIONS" was placed on first reading by title only by the following vote on roll call:

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

**Councilperson Bowers** expressed concerns that the current proposal lacks sufficient penalties. He suggested increasing the minimum fine to \$5,000, with escalated fines for damages, totaling \$10,000 for damage and \$15,000 for more severe violations. Additionally, he recommended confiscating vehicles involved and imposing strict fines for intentional tire damage.

**Councilperson Spicer** emphasized that even if fines are significant, their effectiveness relies on proper enforcement. He requested clarity on who will be responsible for enforcing these fines and highlighted the need for reliable enforcement to ensure that the proposed penalties carry weight and are implemented appropriately.

**City Manager Hopkins** clarified that the Sheriff's Department serves as the law enforcement agency responsible for issuing citations for any fines. He also noted that municipalities have various options for enforcing fine collection and suggested that staff explore and implement these methods, as there are citations that remain unpaid and pending resolution.

Councilperson Bowers highlighted the potential of fast-track technology to identify and track vehicles involved in infractions, allowing for effective enforcement without relying solely on officers pursuing vehicles. He argued that existing fines, such as the \$1,000 penalty, do not have a meaningful impact on offenders. He advocated for multiple fines and harsher penalties, as well as a broader amendment to the ordinance to strengthen enforcement and communicate that such behavior will not be tolerated.

Councilperson Spicer agreed with Councilman Bowers' perspective and expressed uncertainty about whether to conclude the discussion or bring the matter back for further consideration. He advocated for making amendments to the ordinance to strengthen it and emphasized the importance of implementing these changes promptly to address the issues at hand effectively.

**City Attorney Perrodin** mentioned an existing provision within the ordinance regarding the forfeiture of nuisance vehicles, highlighting that any vehicles observed in violation can be confiscated, with proceeds benefiting the city. He cited research on similar ordinances in surrounding cities and noted that fines vary, with examples including \$2,000 in Pico Riveria and \$1,000 in Alameda. He also noted that while harsher penalties can be proposed, actual enforcement and collection can be challenging.

**Kelvin Filer**, Compton Superior Court Judge, conveyed strong support for the ordinance and suggested that its passage would send a clear message to potential violators: that coming to Compton will result in significant consequences, including vehicle confiscation.

Councilperson Bowers voiced his support for increasing the fines to \$5,000, similar to those charged in other cities, and emphasized the need for effective collection mechanisms such as warrants for nonpayment.

City Attorney Perrodin agreed and cited their experience that many offenders often lack the financial resources to pay fines and that alternative consequences, like community service or jail time is implemented.

**Mayor Sharif** asked the City Attorney to confirm that passing this item tonight would still require a 30-day waiting period before any actions or amendments can be applied. City Attorney Perrodin replied affirmatively.

City Attorney Perrodin also noted that while Compton's new ordinance is beneficial, many relevant laws are already in place regarding vehicle confiscation and penalties.

Councilperson Bowers requested a special privilege.

**Ms. Enamorado** stated that most of the cars are stolen and suggested that violators be mandated by the court to participate in a diversion program with at least 400 community service hours towards the beautification of Compton.

City Attorney Perrodin requested the pleasure of the City Council.

Councilperson Bowers requested amendment language to the ordinance that sets the fine amount at \$5,000.

**Councilperson Duhart** agreed with Councilperson Bowers that stiffer penalties should be added to the ordinance.

Councilperson Spicer agreed with the fine amount proposed by Councilperson Bowers and expressed a concern for enforcement.

Councilperson Duhart also agreed with the fine amount proposed by Councilperson Bowers.

City Attorney Perrodin reminded the City Council that the judge has the discretion on whether or not they are going to fine an individual.

City Attorney Perrodin asked the City Council if they want the ordinance amended to include a \$5,000 fine. He also noted that forfeiture of the vehicle is already a part of the ordinance.

City Attorney Perrodin suggested that one of the council members publicly announce that anyone participating in street takeovers in Compton may have their vehicles forfeited.

**Councilperson Darden** thanked the City Attorney for bringing this ordinance forth and affirmed her support for an increase in the fine amount to \$5,000.

City Attorney Perrodin stated that the item was passed with a \$1,000 fine and up to six months in county jail.

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A MULTI-YEAR PROFESSIONAL SERVICES AGREEMENT WITH PLANETBIDS INC. IN AN AMOUNT NOT TO EXCEED SEVENTY-TWO THOUSAND FIVE HUNDRED NINETEEN DOLLARS (\$72,519) FOR ELECTRONIC BIDDING PLATFORM SERVICES, TO AMEND THE CITY CONTROLLER'S FY2023-2024 BUDGET, AND TO ISSUE A PURCHASE ORDER IN THE AMOUNT OF FORTY-THREE THOUSAND SIX HUNDRED EIGHTY-TWO DOLLARS (\$43,682) TO PLANETBIDS INC. FOR ELECTRONIC BIDDING PLATFORM SERVICES

**Councilperson Spicer** requested an explanation.

**City Manager Hopkins** explained that this item allows them to expand their platform in terms of making their bids more available than they are.

**Councilperson Darden** asked the City Manager if the City will continue to advertise in the Bulletin newspaper. City Manager Hopkins replied affirmatively.

On motion by Spicer, seconded by Darden, **Resolution Number 25,978** entitled "**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A MULTI-YEAR PROFESSIONAL SERVICES AGREEMENT WITH PLANETBIDS INC. IN AN AMOUNT NOT TO EXCEED SEVENTY-TWO THOUSAND FIVE HUNDRED NINETEEN DOLLARS (\$72,519) FOR ELECTRONIC BIDDING PLATFORM SERVICES, TO AMEND THE CITY CONTROLLER'S FY2023-2024 BUDGET, AND TO ISSUE A PURCHASE ORDER IN THE AMOUNT OF FORTY-THREE THOUSAND SIX HUNDRED EIGHTY-TWO DOLLARS (\$43,682) TO PLANETBIDS INC. FOR ELECTRONIC BIDDING PLATFORM SERVICES**" 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 ONE (1) YEAR STREET SWEEPING SERVICES AGREEMENT WITH TWO (2) ONE-YEAR OPTIONS TO EXTEND AND ESTABLISH A PURCHASE ORDER WITH SWEEPING CORP OF AMERICA FOR CITYWIDE STREET SWEEPING SERVICES (\$834,364.60)

**Councilperson Bowers** expressed a concern for approving a contract with a company that the citizens regularly complain about. He recommended that the City approve a one-year contract while they look for another company to work with.

**Councilperson Spicer** asked that this item be removed because there was only one bid and mentioned that they just approved a resolution to obtain more advertising for the City's bids.

**Councilperson Darden** proposed the approval of this resolution and in the meantime, conduct an evaluation to determine how much it would cost to bring this service in-house.

**Councilperson Duhart** recommended that the request for proposal process begin in April 2023.

On motion by Duhart, seconded by Darden, **Resolution Number 25,979** entitled "**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A ONE (1) YEAR STREET SWEEPING SERVICES AGREEMENT WITH TWO (2) ONE-YEAR OPTIONS TO EXTEND AND ESTABLISH A PURCHASE ORDER WITH SWEEPING CORP OF AMERICA FOR CITYWIDE STREET SWEEPING SERVICES (\$834,364.60)**" 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

8. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE GENERAL SERVICES DEPARTMENT 2023-2024 FISCAL YEAR BUDGET TO APPROPRIATE \$149,717.50 FROM THE INSURANCE RECOVERY FUND AND ENTER INTO AN AGREEMENT WITH PRIORITY HEATING AND AIR CONDITIONING, INC. AND ISSUE A PURCHASE ORDER FOR THE REPLACEMENT OF ELEVEN (11) HVAC UNITS LOCATED AT 700 NORTH BULLIS ROAD (\$149,717.50)

On motion by Duhart, seconded by Spicer, **Resolution Number 25,980** entitled "**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE GENERAL SERVICES DEPARTMENT 2023-2024 FISCAL YEAR BUDGET TO APPROPRIATE \$149,717.50 FROM THE INSURANCE RECOVERY FUND AND ENTER INTO AN AGREEMENT WITH PRIORITY HEATING AND AIR CONDITIONING, INC. AND ISSUE A PURCHASE ORDER FOR THE REPLACEMENT OF ELEVEN (11) HVAC UNITS LOCATED AT 700 NORTH BULLIS ROAD (\$149,717.50)**" 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

9. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AND ADOPTING THE ANNUAL APPROPRIATION (GANN) LIMIT FOR FISCAL YEARS 2020-2021, 2021-2022, 2022-2023, AND 2023-2024

**Mayor Sharif** requested a brief explanation from the City Controller.

**Sharon Rahban**, City Controller, stated that this item is being presented to confirm the City's compliance with the appropriation limit requirement from fiscal years 2021 to 2024.

On motion by Spicer, seconded by Darden, **Resolution Number 25,981** entitled “**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING AND ADOPTING THE ANNUAL APPROPRIATION (GANN) LIMIT FOR FISCAL YEARS 2020-2021, 2021-2022, 2022-2023, AND 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

10. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH  
TURBODATA SYSTEMS FOR THE PROCESSING AND MANAGEMENT OF  
PARKING AND ADMINISTRATIVE CITATIONS

**Councilperson Bowers** expressed concerns regarding the City’s ability to collect outstanding customer payments.

**City Manager Hopkins** stated that many cities utilize collection processes where unpaid fees can affect income tax returns. He suggested that City Council investigate the current status of these processes, particularly with the DMV’s regulations on vehicle license renewals and fines.

**Councilperson Darden** directed the City Manager to check both the Franchise Tax Board and DMV for updates.

On motion by Duhart, seconded by Darden, **Resolution Number 25,982** entitled “**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH TURBODATA SYSTEMS FOR THE PROCESSING AND MANAGEMENT OF PARKING AND ADMINISTRATIVE CITATIONS**” 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

12. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
AUTHORIZE AN AMENDMENT TO THE CITY CONTROLLER'S DEPARTMENT  
FY2023-2024 BUDGET AND TO AUTHORIZE THE CITY MANAGER TO OPEN A  
PURCHASE ORDER TO TANDYM GROUP LLC, AND ROBERT HALF  
INTERNATIONAL INC. FOR ACCOUNTING TEMP AGENCY SERVICES (\$75,000  
FOR ALL AGREEMENTS COMBINED)

**Councilperson Spicer** requested an explanation.

**Mayor Sharif** requested the need for greater flexibility in staffing for other departments.

**City Manager Hopkins** stated that given the bargaining unit, the City is limited in what they can do without a meet and confer.

**Sharon Rahban**, City Controller, also noted that at least one of the firms has access to other pools of talent besides accounting professionals.

**Councilperson Darden** requested a status report on how close the City is to filling the positions permanently.

Ms. Rahban provided an update on recruitment efforts for various accounting positions and highlighted ongoing interviews and challenges in filling roles due to candidate quality and salary concerns.

City Manager Hopkins reported that the classification study is in process and should be completed within the next month or so.

On motion by Spicer, seconded by Darden, **Resolution Number 25,983** entitled “**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON TO AUTHORIZE AN AMENDMENT TO THE CITY CONTROLLER'S DEPARTMENT FY2023-2024 BUDGET AND TO AUTHORIZE THE CITY MANAGER TO OPEN A PURCHASE ORDER TO TANDYM GROUP LLC, AND ROBERT HALF INTERNATIONAL INC. FOR ACCOUNTING TEMP AGENCY SERVICES (\$75,000 FOR ALL AGREEMENTS COMBINED)**” 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

11. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A MUTLI-YEAR AGREEMENT WITH IGM TECHNOLOGY CORP (GRAVITY) (\$14,610) AND ISSUE A PURCHASE ORDER TO IGM TECHNOLOGY CORP (GRAVITY) FOR SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS (SBITA) IMPLEMENTATION SOFTWARE SERVICES (\$6,000)

On motion by Darden, seconded by Duhart, **Resolution Number 25,984** entitled “**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A MUTLI-YEAR AGREEMENT WITH IGM TECHNOLOGY CORP (GRAVITY) (\$14,610) AND ISSUE A PURCHASE ORDER TO IGM TECHNOLOGY CORP (GRAVITY) FOR SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS (SBITA) IMPLEMENTATION SOFTWARE SERVICES (\$6,000)**” 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:**

- Commented on the success of the Fourth District’s Business Roundtable; Arbutus Street Block club Meeting and Fay Shaw’s 100<sup>th</sup> Birthday Party.
- Announced the postponement of the “Black History Month Talent Showcase” that was scheduled to be held on Saturday, February 24 at Sebree Park.
- 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 Bruce Boyden for being honored this Black History Month for his vital work and contributions as a community leader in the 65<sup>th</sup> Assembly District.
- Requested the meeting be adjourned in memory of Delores Brown.

**Councilmember Spicer offered the following communications/announcements:**

- Announced the “Outing with Seniors” scheduled to be held on Monday, February 26. Seniors will be picked up from Dollarhide at 11:30am to go see the Bob Marley Movie: One Love at AMC movie theatre in Carson.
- Announced the “Senior Community Food Drive” scheduled to be held on Thursday, February 29 at Dollarhide from 10:00am to 12:30pm.

- District Two Townhall will be held on Wednesday, March 20 from 6:00pm to 8:00pm at Dollarhide.
- Invited the residents to attend a “Game Changers Event” scheduled to be held on Wednesday, March 28 from 4:30pm to 8pm at Dollarhide. This group will focus on building relationships between the residents and law enforcement.

**Councilmember Bowers offered the following communications/announcements:**

- Encouraged young adults interested in grant opportunities to apply at [www.grants.gov](http://www.grants.gov).
- Announced that County Supervisor Holly Mitchell will be co-hosting a 6-week free lifeguard ready training course. For more information, go to [www.reservations.lacounty.gov](http://www.reservations.lacounty.gov). The first session begins March 4.

**Councilmember Darden offered the following communications/announcements:**

- Commented on the success of the Monthly Clean & Beautify Compton Accountability Meeting and Second District Townhall.
- 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 10:00am to 12:00pm.
- Requested the meeting be adjourned in memory of Marese Davis and Gregory Benson Jones.
- Asked the city manager to declare 112 Raymond and 111 Alondra boulevard a public nuisance including but not limited to the appropriate clean up, fencing, etc.

**Mayor Sharif offered the following communications/announcements:**

- Commented on the success of the Fourth District Business Roundtable; Artesia Bridge Ground-Breaking Discussion with Spectrum; Kelly Park Play Space Design Meeting and the Arbutus Street Block Club Meeting.
- 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 9:00am to 2:00pm. For more information call (424) 344-0961.

**ADJOURNMENT**

On motion by Duhart, seconded by Darden, the meeting was adjourned in memory of **Delores Brown, Marese Davis** and **Gregory Benson Jones** at 7:40 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

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CITY CLERK OF THE CITY OF COMPTON

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MAYOR OF THE CITY OF COMPTON

## FEBRUARY 27, 2024

The Compton City Council meeting was called to order at 5:40 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, J. Bowers, L. Darden, Mayor E. Sharif

**Council Members Absent:** A. Spicer

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

### COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. PRESENTATION – ALPHA PHI ALPHA FRATERNITY, INC. – G. BERNARD BROWN

**G. Bernard Brown**, Alpha Phi Alpha Fraternity, Inc., received a certificate of recognition from the Mayor and City Council for his leadership, dedication, and continued service to the Compton community.

2. PRESENTATION – AFRO UNICORN FOUNDATION, KENYELLE ASH, PRESIDENT AND APRIL SHOWERS, CEO/FOUNDER – **(REAGENDAD)**

**Mayor Sharif** recounted an incident from the City Council meeting held last week, wherein a councilperson requested a special privilege for a community member. She proclaimed the established guidelines for such requests, emphasizing the necessity for maintaining order during these proceedings. She expressed her willingness to grant the resident an opportunity to speak and cited her empathy towards the Raymond Olivares family.

**Calicia Godwin**, Deputy City Clerk, informed the community that the following information is available at [www.comptoncity.org](http://www.comptoncity.org), Council Chambers and the City Clerk's Office:

- Certified Candidate's List which features one Write-In Candidate for Council District 4
- LA County Registrar Recorder's Election Presentation Slides
- Ordinance No. 2,356 including Exhibit A detailing the Primary Voting Centers in the City of Compton
- LA County Voter Resource Links
- Where Is My Ballot Guide
- Voter Registration Slides for Compton Residents

### PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

**Miller Martin** voiced a concern about street vendors and the impact they have on the city's appearance. He emphasized the need for the City to capitalize on major events, like the World Cup and NBA All-Star Game, to attract international visitors. He urged the residents to do their research and vote for candidates that will support initiatives that bring justice to the City of Compton.

**Fidel Marquez** inquired about the city's membership with the League of California Cities. He questioned whether council members are effectively utilizing its benefits given the annual cost of \$27,000. He stressed the importance of transparency and advocated for the reading of ordinances. He argued that even if the reading is lengthy, it is crucial to break it down for better understanding.

**Joyce Kelly** communicated her dissatisfaction with the current election process in Los Angeles County. She urged the community to take this opportunity to vote and have justice at the ballot box like President Johnson promised when he signed the Voting Rights Act of 1965. She mentioned her concerns about confusion surrounding polling places and the campaign process, and alleged unfairness and discrimination against Latino candidates.

**Missy Barbara** articulated her frustration regarding the handling of her application for the Federal Grants Advisory Board. She alleged that their personal information was circulated without her consent. She demanded privacy and maintained that she is upset about a councilperson's unprofessionalism and bias against her. She also inquired about a \$2 million allocation to Public Works for a brick wall that has not been constructed. Additionally, she emphasized the need for accountability, transparency, and better management of public resources.

**Vanessa Cain** emphasized the need for action and accountability. She urged the residents to participate in the upcoming election and lamented that only 500 people voted out of a population of over 120,000. She highlighted the need for community support to drive positive change and improve the city's conditions. She mentioned a lack of visible progress from cleaning crews hired by the City and maintained the importance of accountability from city officials. She called for an alternative to the current city attorney and asserted that change is needed to move Compton in a better direction.

**Vernell McDaniel**, City Clerk, notified the residents that there is no write-in candidate for the city attorney seat.

**Tanya Lewis** requested a PowerPoint presentation on the status of the City's water wells. She questioned why the City Council is repeatedly asked for funding for projects that should have already been completed. She cited her discontentment with the Mayor's out-of-town trips and demanded accountability and transparency regarding the use of public funds.

**Lynn Boone** countered the Mayor's claim that she's the only person that can grant a special privilege. She challenged her to provide proof of her authority and cited the importance of having accurate meeting minutes. She accused the mayor of stating that the City has a \$5,000 fine for street takeover violations and further advised the City Clerk to obtain a copy of the Brown Act.

**Mayor Sharif** clarified that she never told anybody that street takeover fines would be \$5000.

**Maria Villa Real**, Latino Chamber of Commerce, stated that she is present to discuss matters related to the Latino Chamber and the City of Compton, rather than personal grievances or issues of discrimination. She voiced her frustration with being attacked and criticized by others and stated that it's wearing her down. She asserted her right to speak and participate in discussions and accentuated the importance of Latino representation and the legitimacy of their presence and contributions in the community. She commented on the importance of services aimed at helping individuals become citizens and express their opinions within the community. She affirmed that these services contribute to a peaceful and orderly society, where residents can fully participate in civic life.

**Anthony Lewis** announced a \$20,000 reward for information leading to the capture of those responsible for vandalizing local cemeteries issued by the LA County supervisor. He agreed with Fidel Marquez regarding the construction project at 250 Central Avenue which they believe will create significant traffic issues. He praised a recent candidates' night event, highlighting it as an excellent opportunity to showcase various community prospects. He mentioned a street takeover workshop hosted by Supervisor Holly Mitchell and referenced a troubling incident at Roosevelt Junior High School, wherein windows were broken and classrooms vandalized.

**Terrance Cumby** stated that he identifies as a Cherokee citizen and asserted that assumptions based on skin color are harmful and divisive. He spoke in opposition to comments that could foster division and linked such behavior to broader issues, including racial violence. He called for solidarity and encouraged the community to participate in the upcoming election. He asked the City Manager to address an issue concerning a property assessment of \$300 that could have legal implications if not resolved.

### **CONSENT AGENDA**

**Councilperson Bowers** highlighted the various services and resources offered by the League of California Cities.

On motion by Duhart, seconded by Darden, to approve the Consent Agenda by the following vote on roll call:

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

### **CITY MANAGER**

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER FOR PAYMENT OF THE CITY’S 2024 ANNUAL MEMBERSHIP DUES TO LEAGUE OF CALIFORNIA CITIES (\$27,145) (**RESOLUTION 25,985**)

### **REGULAR AGENDA**

### **CITY MANAGER’S REPORT**

4. TRAVEL REQUEST TO ATTEND THE AFRICAN AMERICAN MAYORS ASSOCIATION IN ATLANTA, GEORGIA ON APRIL 24-27, 2024

On motion by Duhart, seconded by Darden, to approve the Travel Request by the following vote on roll call:

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

**City Manager Hopkins** informed the community that the cost is included in the staff report.

**City Clerk McDaniel** requested the names of the African American Mayors Association Event attendees:

**AYES:** Council Members – Sharif  
**NOES:** Council Members – Duhart, Bowers, Darden  
**ABSENT:** Council Members – Spicer

### **NEW BUSINESS**

5. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTION 7-27 OF CHAPTER VII OF THE COMPTON MUNICIPAL CODE TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED IN ILLEGAL SPEED CONTESTS, EXHIBITIONS OF SPEED, STREET RACES, STREET TAKEOVERS, SIDESHOWS, MOTORCYCLE STUNTING AND RECKLESS DRIVING EXHIBITIONS (FIRST READING)

On motion by Duhart, seconded by Darden, to waive the reading of the ordinance in full by the following vote on roll call:

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

**Councilperson Bowers** abstained because the people requested a full reading of the ordinance.

On motion by Duhart, seconded by Darden, **Ordinance #2,357** entitled “**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTION 7-27 OF CHAPTER VII OF THE COMPTON MUNICIPAL CODE TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED IN ILLEGAL SPEED CONTESTS, EXHIBITIONS OF SPEED, STREET RACES, STREET TAKEOVERS, SIDESHOWS, MOTORCYCLE STUNTING AND RECKLESS DRIVING EXHIBITIONS**” was adopted by the following vote on roll call:

**AYES:** Council Members – Duhart, Bowers, Darden, Sharif

**NOES:** Council Members – None

**ABSENT:** Council Members – Spicer

**City Attorney Perrodin** stated that he has yet to see one case wherein someone was cited for being a spectator at a street takeover.

**Councilperson Duhart** referenced a report that was given by the Sheriff's Department, suggesting that citations were issued to spectators at street takeovers.

**City Attorney Perrodin** answered that he has not seen any cases related to spectators at street takeovers and noted that he will be involved in prosecuting cases on behalf of the City of Compton.

The meeting was recessed at 6:48pm and reconvened at 6:49pm.

### **COUNCIL COMMENTS**

**Councilmember Darden offered the following communications/announcements:**

- Commented on the success of the Audit Committee Meeting held on February 16; Washington Avenue Block Club meeting; and Free Paper & E-Waste Event held at the Compton Town Center.
- Highlighted a concern regarding AT&T's application to discontinue landline services in the Compton area. She suggested sending letters to advocate for the preservation of these services.
- Discussed the need for a dedicated human services department in the upcoming budget to better address homelessness.
- Announced a “Fourth District Townhall” scheduled to be held on Saturday, March 2 at Kelly Park from 10:00am to 12 pm noon.
- Praised the tree trimming company working in the Fourth District and expressed a desire for similar work along Long Beach Blvd. She also mentioned the need for cameras to help address issues such as prostitution.
- Expressed concerns about vacancies in the Fire Department and mentioned that the recruiting process has started. She asked the City Manager to share information with citizens regarding vacancies and recruitment efforts to enhance community safety.

**City Manager Hopkins** reported that there is an aggressive effort to fill all vacancies within the city and specifically within the Fire Department. He maintained that approximately 36 candidates were interviewed recently, from which 10 were selected for positions. He also mentioned a list of 25 candidates that will remain valid until January 2025, allowing the department to tap into it as new vacancies arise due to anticipated promotions within the department.

**Councilmember Bowers offered the following communications/announcements:**

- Requested written evidence from Mayor Sharif regarding any violations of rules or the Brown Act that he has committed. He expressed a willingness to apologize if such evidence is presented but emphasized that he believes he is acting in the best interest of the people.

- Asserted his commitment to being the voice of the people and upheld the importance of hearing from constituents, especially on emotionally charged topics like street takeovers.
- Recognized March as Women's History Month and highlighted "Listas" a campaign by the California Governor's Office of Emergency Services created to empower women with emergency resiliency knowledge launched.
- Requested the meeting be adjourned in memory of Pastor George L. Ford III.

**Councilmember Duhart offered the following communications/announcements:**

- Commented on the success of the Rising Communities meeting held last Saturday.
- Asked the City Manager to address any plans regarding the closure of any fire stations, now or in the near future.

**City Manager Hopkins** firmly stated that there has never been any discussion regarding the closure of fire stations in the City of Compton. He asserted that their current priority is to fully staff the fire department with sufficient personnel.

**Mayor Sharif offered the following communications/announcements:**

- Commented on the success of the Metro African-American Employees Celebration: Legacy of Congresswoman Maxine Waters Event; and Washington Avenue Block Club Meeting
- 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 9:00am to 2:00pm. For more information call (424) 344-0961.

Due to the upcoming election on Tuesday, March 5, the City Council meeting will be held on Wednesday, March 6 at 5:30pm.

**ADJOURNMENT**

On motion by Duhart, seconded by Darden, the meeting was adjourned in memory of **Pastor George L. Ford III** at 7:11 p.m. by the following vote on roll call:

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

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**CITY CLERK OF THE CITY OF COMPTON**

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**MAYOR OF THE CITY OF COMPTON**

**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 Manual 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 85<sup>th</sup> Percentile Speed** - a speed limit is established at the nearest 5-mile per hour increment to the 85<sup>th</sup> percentile speed.

**California MUTCD Option 2** - for cases in which the nearest 5 mph increment of the 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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     | <b>35</b> |
| 2   | EAST ALAMEDA STREET    | GREENLEAF BOULEVARD  | COMPTON BOULEVARD    | 35     | <b>35</b> |
| 3   | EAST ALAMEDA STREET    | COMPTON BOULEVARD    | ROSECRANS AVENUE     | 35     | <b>35</b> |
| 4   | EAST ALAMEDA STREET    | ROSECRANS AVENUE     | NORTH CITY LIMIT     | 40     | <b>35</b> |
| 5   | WEST ALAMEDA STREET    | SOUTH CITY LIMIT     | GREENLEAF BOULEVARD  | 40     | <b>40</b> |
| 6   | WEST ALAMEDA STREET    | GREENLEAF BOULEVARD  | ALONDRA BOULEVARD    | 40     | <b>40</b> |
| 7   | WEST ALAMEDA STREET    | ALONDRA BOULEVARD    | COMPTON BOULEVARD    | 40     | <b>40</b> |
| 8   | WEST ALAMEDA STREET    | COMPTON BOULEVARD    | ROSECRANS AVENUE     | 40     | <b>40</b> |
| 9   | WEST ALAMEDA STREET    | ROSECRANS AVENUE     | NORTH CITY LIMIT     | 45     | <b>40</b> |
| 10  | ALONDRA BOULEVARD      | WEST CITY LIMIT      | WILMINGTON AVENUE    | 40     | <b>40</b> |
| 11  | ALONDRA BOULEVARD      | WILMINGTON AVENUE    | ALAMEDA STREET       | 40     | <b>40</b> |
| 12  | ALONDRA BOULEVARD      | ALAMEDA STREET       | LONG BEACH BOULEVARD | 40     | <b>40</b> |
| 13  | ALONDRA BOULEVARD      | LONG BEACH BOULEVARD | EAST CITY LIMIT      | 40     | <b>40</b> |
| 14  | APRA STREET            | VICTORIA STREET      | ACACIA AVENUE        | 45     | <b>40</b> |
| 15  | ARTESIA BOULEVARD (EB) | CENTRAL AVENUE       | ACACIA AVENUE        | 45     | <b>45</b> |
| 16  | ARTESIA                | CENTRAL AVENUE       | ACACIA AVENUE        | 45     | <b>45</b> |

**Staff Report – Ordinance Amending CMC 12-5  
Establish Speed Limits on Certain Street  
November 12, 2024, page 5 of 10**

| NO. | STREET            | FROM                | TO                           | POSTED | PROPOSED  |
|-----|-------------------|---------------------|------------------------------|--------|-----------|
|     | BOULEVARD (WB)    |                     |                              |        |           |
| 17  | ARTESIA BOULEVARD | ACACIA AVENUE       | SANTA FE AVENUE              | 45     | <b>40</b> |
| 18  | ARTESIA BOULEVARD | SANTA FE AVENUE     | SUSANA ROAD/<br>HARBOR DRIVE | 45     | <b>40</b> |
| 19  | ATLANTIC AVENUE   | ALONDRA BOULEVARD   | SOUTH CITY LIMIT             | 35     | <b>35</b> |
| 20  | BRADFIELD AVENUE  | ROSECRANS AVENUE    | COMPTON BOULEVARD            | 30     | <b>30</b> |
| 21  | BULLIS ROAD       | COMPTON BOULEVARD   | ROSECRANS AVENUE             | 30     | <b>35</b> |
| 22  | BULLIS ROAD       | ROSECRANS AVENUE    | NORTH CITY LIMITS            | 30     | <b>30</b> |
| 23  | CENTRAL AVENUE    | SOUTH CITY LIMIT    | GREENLEAF BOULEVARD          | 40     | <b>40</b> |
| 24  | CENTRAL AVENUE    | GREENLEAF BOULEVARD | COMPTON BOULEVARD            | 40     | <b>40</b> |
| 25  | CENTRAL AVENUE    | COMPTON BOULEVARD   | ROSECRANS AVENUE             | 40     | <b>35</b> |
| 26  | CENTRAL AVENUE    | ROSECRANS AVENUE    | NORTH CITY LIMIT             | 45     | <b>40</b> |
| 27  | COMPTON AVENUE    | SLATER AVENUE       | EL SEGUNDO BOULEVARD         | 35     | <b>25</b> |
| 28  | COMPTON BLVD      | WEST CITY LIMIT     | WILMINGTON AVE               | 35     | <b>35</b> |
| 29  | COMPTON BOULEVARD | WILMINGTON AVENUE   | ACACIA AVENUE                | 35     | <b>35</b> |
| 30  | COMPTON BOULEVARD | ACACIA AVENUE       | SANTA FE AVENUE              | 35     | <b>35</b> |
| 31  | COMPTON BOULEVARD | SANTA FE AVENUE     | BULLIS ROAD                  | 40     | <b>40</b> |
| 32  | COMPTON BOULEVARD | BULLIS ROAD         | EAST CITY LIMIT              | 40     | <b>40</b> |

**Staff Report – Ordinance Amending CMC 12-5  
Establish Speed Limits on Certain Street  
November 12, 2024, page 6 of 10**

| NO. | STREET               | FROM                 | TO                   | POSTED | PROPOSED  |
|-----|----------------------|----------------------|----------------------|--------|-----------|
| 33  | EL SEGUNDO BOULEVARD | CENTRAL AVENUE       | WILMINGTON AVENUE    | 40     | <b>40</b> |
| 34  | GREENLEAF BOULEVARD  | CENTRAL AVENUE       | WILLOWBROOK AVENUE   | 40     | <b>40</b> |
| 35  | GREENLEAF BOULEVARD  | WILLOWBROOK AVENUE   | LONG BEACH BOULEVARD | 40     | <b>40</b> |
| 36  | GREENLEAF BOULEVARD  | LONG BEACH BOULEVARD | EAST CITY LIMIT      | 35     | <b>35</b> |
| 37  | LONG BEACH BOULEVARD | SOUTH CITY LIMIT     | ALONDRA BOULEVARD    | 40     | <b>35</b> |
| 38  | LONG BEACH BOULEVARD | ALONDRA BOULEVARD    | COMPTON BOULEVARD    | 35     | <b>35</b> |
| 39  | LONG BEACH BOULEVARD | COMPTON BOULEVARD    | ROSECRANS AVENUE     | 35     | <b>35</b> |
| 40  | LONG BEACH BOULEVARD | ROSECRANS AVENUE     | NORTH CITY LIMIT     | 35     | <b>35</b> |
| 41  | MANVILLE STREET      | WEST CITY LIMIT      | EAST CITY LIMIT      | 35     | <b>35</b> |
| 42  | MCMILLAN STREET      | THORSON AVENUE       | EAST CITY LIMIT      | 25     | <b>25</b> |
| 43  | PALMER STREET        | ALAMEDA STREET       | SANTA FE AVENUE      | 30     | <b>30</b> |
| 44  | PALMER STREET        | SANTA FE AVENUE      | LONG BEACH BOULEVARD | 30     | <b>30</b> |
| 45  | PARMELEE AVENUE      | 138TH STREET         | EL SEGUNDO BOULEVARD | 30     | <b>30</b> |
| 46  | ROSECRANS AVENUE     | WEST CITY LIMIT      | WILMINGTON AVENUE    | 40     | <b>40</b> |
| 47  | ROSECRANS AVENUE     | WILMINGTON AVENUE    | ACACIA AVENUE        | 40     | <b>40</b> |
| 48  | ROSECRANS AVENUE     | ACACIA AVENUE        | SANTA FE AVENUE      | 40     | <b>40</b> |

**Staff Report – Ordinance Amending CMC 12-5  
Establish Speed Limits on Certain Street  
November 12, 2024, page 7 of 10**

| NO. | STREET                    | FROM                    | TO                  | POSTED | PROPOSED  |
|-----|---------------------------|-------------------------|---------------------|--------|-----------|
| 49  | ROSECRANS AVE             | SANTA FE AVENUE         | BULLIS ROAD         | 40     | <b>40</b> |
| 50  | ROSECRANS AVENUE          | BULLIS ROAD             | EAST CITY LIMIT     | 40     | <b>40</b> |
| 51  | SANTA FE AVENUE           | ARTESIA BOULEVARD       | GREENLEAF BOULEVARD | 40     | <b>40</b> |
| 52  | SANTA FE AVENUE           | GREENLEAF BOULEVARD     | ALONDRA BOULEVARD   | 40     | <b>40</b> |
| 53  | SANTA FE AVENUE           | ALONDRA BOULEVARD       | COMPTON BOULEVARD   | 40     | <b>40</b> |
| 54  | SANTA FE AVENUE           | COMPTON BOULEVARD       | ROSECRANS AVENUE    | 40     | <b>40</b> |
| 55  | SANTA FE AVENUE           | ROSECRANS AVENUE        | NORTH CITY LIMIT    | 40     | <b>40</b> |
| 56  | VICTORIA STREET           | WILMINGTON AVENUE       | APRA STREET         | 40     | <b>40</b> |
| 57  | VICTORIA STREET           | APRA STREET             | SOUTH CITY LIMIT    | 45     | <b>40</b> |
| 58  | WALNUT STREET             | WEST CITY LIMIT         | WILMINGTON AVENUE   | 35     | <b>35</b> |
| 59  | WALNUT STREET             | WILMINGTON AVENUE       | ACACIA AVENUE       | 35     | <b>35</b> |
| 60  | WILLOWBROOK AVENUE (EAST) | GREENLEAF BOULEVARD     | ALONDRA BOULEVARD   | 30     | <b>35</b> |
| 61  | WILLOWBROOK AVENUE (EAST) | ALONDRA BOULEVARD       | PALMER STREET       | 30     | <b>35</b> |
| 62  | WILLOWBROOK AVENUE (EAST) | 500 SOUTH OF ELM STREET | ROSECRANS AVENUE    | 30     | <b>30</b> |
| 63  | WILLOWBROOK AVENUE (WEST) | GREENLEAF BOULEVARD     | ALONDRA BOULEVARD   | 30     | <b>30</b> |
| 64  | WILLOWBROOK AVENUE (WEST) | ALONDRA BOULEVARD       | COMPTON BOULEVARD   | 35     | <b>30</b> |

**Staff Report – Ordinance Amending CMC 12-5  
Establish Speed Limits on Certain Street  
November 12, 2024, page 8 of 10**

| NO. | STREET                    | FROM                | TO                  | POSTED | PROPOSED  |
|-----|---------------------------|---------------------|---------------------|--------|-----------|
| 65  | WILLOWBROOK AVENUE (WEST) | COMPTON BOULEVARD   | ROSECRANS AVENUE    | 35     | <b>30</b> |
| 66  | WILMINGTON AVENUE         | SOUTH CITY LIMIT    | GREENLEAF BOULEVARD | 35     | <b>35</b> |
| 67  | WILMINGTON AVENUE         | GREENLEAF BOULEVARD | ALONDRA BOULEVARD   | 35     | <b>35</b> |
| 68  | WILMINGTON AVENUE         | ALONDRA BOULEVARD   | COMPTON BOULEVARD   | 40     | <b>35</b> |
| 69  | WILMINGTON AVENUE         | COMPTON BOULEVARD   | ROSECRANS AVE       | 35     | <b>35</b> |
| 70  | WILMINGTON AVENUE         | ROSECRANS AVENUE    | NORTH CITY LIMIT    | 35     | <b>35</b> |

**Table 2 – Street Segments with Recommended Speed Changes**

| NO. | STREET              | FROM              | TO                           | POSTED | PROPOSED  |
|-----|---------------------|-------------------|------------------------------|--------|-----------|
| 4   | EAST ALAMEDA STREET | ROSECRANS AVENUE  | NORTH CITY LIMIT             | 40     | <b>35</b> |
| 9   | WEST ALAMEDA STREET | ROSECRANS AVENUE  | NORTH CITY LIMIT             | 45     | <b>40</b> |
| 14  | APRA STREET         | VICTORIA STREET   | ACACIA AVENUE                | 45     | <b>40</b> |
| 17  | ARTESIA BOULEVARD   | ACACIA AVENUE     | SANTA FE AVENUE              | 45     | <b>40</b> |
| 18  | ARTESIA BOULEVARD   | SANTA FE AVENUE   | SUSANA ROAD/<br>HARBOR DRIVE | 45     | <b>40</b> |
| 21  | BULLIS ROAD         | COMPTON BOULEVARD | ROSECRANS AVENUE             | 30     | <b>35</b> |
| 25  | CENTRAL AVENUE      | COMPTON BOULEVARD | ROSECRANS AVENUE             | 40     | <b>35</b> |
| 26  | CENTRAL AVENUE      | ROSECRANS AVENUE  | NORTH CITY LIMIT             | 45     | <b>40</b> |

**Staff Report – Ordinance Amending CMC 12-5  
Establish Speed Limits on Certain Street  
November 12, 2024, page 9 of 10**

| NO. | STREET                    | FROM                | TO                   | POSTED | PROPOSED  |
|-----|---------------------------|---------------------|----------------------|--------|-----------|
| 27  | COMPTON AVENUE            | SLATER AVENUE       | EL SEGUNDO BOULEVARD | 35     | <b>25</b> |
| 37  | LONG BEACH BOULEVARD      | SOUTH CITY LIMIT    | ALONDRA BOULEVARD    | 40     | <b>35</b> |
| 57  | VICTORIA STREET           | APRA STREET         | SOUTH CITY LIMIT     | 45     | <b>40</b> |
| 60  | WILLOWBROOK AVENUE (EAST) | GREENLEAF BOULEVARD | ALONDRA BOULEVARD    | 30     | <b>35</b> |
| 61  | WILLOWBROOK AVENUE (EAST) | ALONDRA BOULEVARD   | PALMER STREET        | 30     | <b>35</b> |
| 64  | WILLOWBROOK AVENUE (WEST) | ALONDRA BOULEVARD   | COMPTON BOULEVARD    | 35     | <b>30</b> |
| 65  | WILLOWBROOK AVENUE (WEST) | COMPTON BOULEVARD   | ROSECRANS AVENUE     | 35     | <b>30</b> |
| 68  | WILMINGTON AVENUE         | ALONDRA BOULEVARD   | COMPTON BOULEVARD    | 40     | <b>35</b> |

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<br>PRIMA FACIE<br>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<br>PRIMA FACIE<br>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<br>PRIMA FACIE<br>SPEED LIMIT |
|-----|----------------------|----------------------|----------------------|----------------------------------------|
| 68  | WILMINGTON<br>AVENUE | ALONDRA<br>BOULEVARD | COMPTON<br>BOULEVARD | 35                                     |
| 69  | WILMINGTON<br>AVENUE | COMPTON<br>BOULEVARD | ROSECRANS AVE        | 35                                     |
| 70  | WILMINGTON<br>AVENUE | ROSECRANS<br>AVENUE  | NORTH CITY<br>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



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Radar Speed Distribution Forms

**APPENDIX C**

Survey Equipment

# 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 Manual 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 85<sup>th</sup> Percentile Speed** – A speed limit is established at the nearest 5-mile per hour increment to the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed in a speed survey for a location was 33 mph, the 3 options may be applied as follows:

- **Closest to 85<sup>th</sup> Percentile Speed** - The 85<sup>th</sup> 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 85<sup>th</sup> percentile speed in a speed survey for a location was 37 mph, the 3 options may be applied as follows:

- **Closest to 85<sup>th</sup> Percentile Speed** - The 85<sup>th</sup> 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 85<sup>th</sup> percentile speeds that already round down to the nearest 5-mph increment using the “Closest to 85<sup>th</sup> 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:

$$R = \frac{C \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

$C$  = 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.<br>(mi.) | ADT    | Collision<br>Rate***<br>Exp. Act. |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>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.<br>(mi.) | ADT    | Collision<br>Rate***<br>Exp. Act. |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>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.<br>(mi.) | ADT    | Collision<br>Rate***<br>Exp. Act. |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>Limit | Comments*                 |
|-----|----------------------|------------------------|-------------------------------|----------------|--------|-----------------------------------|------|--------------------------|--------------|----------------|--------------|------------------------|---------------------------|
| 17  | ARTESIA<br>BOULEVARD | ACACIA AVENUE          | SANTA FE<br>AVENUE            | 0.6            | 11,450 | 0.93                              | 0.53 | 45                       | 43           | 33-42          | 59 %         | 40                     | California MUTCD Option 2 |
| 18  | ARTESIA<br>BOULEVARD | SANTA FE AVENUE        | SUSANA ROAD /<br>HARBOR DRIVE | 0.4            | 8,315  | 0.93                              | 0.27 | 45                       | 38           | 27-36          | 65 %         | 40                     | Closest to 85th Speed     |
| 19  | ATLANTIC<br>AVENUE   | ALONDRA<br>BOULEVARD   | SOUTH CITY<br>LIMIT           | 0.5            | 18,513 | 0.66                              | 0.10 | 35                       | 44           | 34-43          | 73 %         | 35                     | *                         |
| 20  | BRADFIELD<br>AVENUE  | ROSECRANS<br>AVENUE    | COMPTON<br>BOULEVARD          | 0.5            | 2,905  | 1.07                              | 0.00 | 30                       | 29           | 21-30          | 74 %         | 30                     | *                         |
| 21  | BULLIS ROAD          | COMPTON<br>BOULEVARD   | ROSECRANS<br>AVENUE           | 0.5            | 10,026 | 1.07                              | 0.18 | 30                       | 38           | 27-36          | 81 %         | 35                     | California MUTCD Option 2 |
| 22  | BULLIS ROAD          | ROSECRANS<br>AVENUE    | NORTH CITY<br>LIMITS          | 0.65           | 12,979 | 0.66                              | 0.00 | 30                       | 36           | 28-37          | 82 %         | 30                     | *                         |
| 23  | CENTRAL<br>AVENUE    | SOUTH CITY LIMIT       | GREENLEAF<br>BOULEVARD        | 0.7            | 26,932 | 0.64                              | 0.15 | 40                       | 43           | 32-41          | 65 %         | 40                     | California MUTCD Option 2 |
| 24  | CENTRAL<br>AVENUE    | GREENLEAF<br>BOULEVARD | COMPTON<br>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

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Table 1 - Summary of Recommendations

| No. | Street            | From              | To                   | Dist.<br>(mi.) | ADT    | Collision<br>Rate*** |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>Limit | Comments*                 |
|-----|-------------------|-------------------|----------------------|----------------|--------|----------------------|------|--------------------------|--------------|----------------|--------------|------------------------|---------------------------|
|     |                   |                   |                      |                |        | Exp.                 | Act. |                          |              |                |              |                        |                           |
| 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     |

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\*\* 25 mph when children are present

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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.<br>(mi.) | ADT    | Collision<br>Rate*** |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>Limit | Comments*                 |
|-----|----------------------|----------------------|----------------------|----------------|--------|----------------------|------|--------------------------|--------------|----------------|--------------|------------------------|---------------------------|
|     |                      |                      |                      |                |        | Exp.                 | Act. |                          |              |                |              |                        |                           |
| 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

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Table 1 - Summary of Recommendations

| No. | Street           | From              | To                   | Dist.<br>(mi.) | ADT    | Collision<br>Rate***<br>Exp. Act. |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>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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|-----|------------------|---------------------|---------------------|----------------|--------|----------------------|------|--------------------------|--------------|----------------|--------------|------------------------|-----------------------|
|     |                  |                     |                     |                |        | Exp.                 | Act. |                          |              |                |              |                        |                       |
| 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

\*\*\* 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.<br>(mi.) | ADT   | Collision<br>Rate***<br>Exp. Act. |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>Limit | Comments*                 |
|-----|---------------------------|-----------------------------|----------------------|----------------|-------|-----------------------------------|------|--------------------------|--------------|----------------|--------------|------------------------|---------------------------|
| 57  | VICTORIA STREET           | APRA STREET                 | SOUTH CITY<br>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<br>AVENUE | 0.7            | 3,839 | 0.64                              | 0.00 | 35                       | 36           | 20-29          | 53 %         | 35                     | Closest to 85th Speed     |
| 59  | WALNUT STREET             | WILMINGTON<br>AVENUE        | ACACIA AVENUE        | 0.64           | 3,675 | 1.07                              | 0.78 | 35                       | 42           | 31-40          | 53 %         | 35                     | *                         |
| 60  | WILLOWBROOK<br>AVE (EAST) | GREENLEAF<br>BOULEVARD      | ALONDRA<br>BOULEVARD | 0.5            | 1,910 | 1.07                              | 0.00 | 30                       | 40           | 29-38          | 58 %         | 35                     | *                         |
| 61  | WILLOWBROOK<br>AVE (EAST) | ALONDRA<br>BOULEVARD        | PALMER STREET        | 0.5            | 2,011 | 1.07                              | 0.00 | 30                       | 38           | 27-36          | 66 %         | 35                     | California MUTCD Option 2 |
| 62  | WILLOWBROOK<br>AVE (EAST) | 500' SOUTH OF ELM<br>STREET | ROSECRANS<br>AVENUE  | 0.5            | 3,225 | 1.07                              | 0.00 | 30                       | 36           | 26-35          | 70 %         | 30                     | *                         |
| 63  | WILLOWBROOK<br>AVE (WEST) | GREENLEAF<br>BOULEVARD      | ALONDRA<br>BOULEVARD | 0.5            | 3,316 | 1.07                              | 0.00 | 30                       | 36           | 27-36          | 59 %         | 30                     | *                         |
| 64  | WILLOWBROOK<br>AVE (WEST) | ALONDRA<br>BOULEVARD        | COMPTON<br>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

\*\*\* 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.<br>(mi.) | ADT    | Collision<br>Rate*** |      | Posted<br>Speed<br>Limit | 85%<br>Speed | 10 mi.<br>Pace | % in<br>Pace | Rec.<br>Speed<br>Limit | Comments*                 |
|-----|------------------------|---------------------|---------------------|----------------|--------|----------------------|------|--------------------------|--------------|----------------|--------------|------------------------|---------------------------|
|     |                        |                     |                     |                |        | Exp.                 | Act. |                          |              |                |              |                        |                           |
| 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    |

## 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.

**Segment 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 Manual 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 may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
- (2)** An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected 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 following conditions:
    - (A) A maximum of four traffic lanes.
    - (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

- (c) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.
- (b) As used in this section, a “business activity district” is that 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 or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c)

- (1) When all 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 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 1

**STREET** EAST ALAMEDA STREET  
**FROM** AUTO DRIVE

**CERTIFICATION DATE** 5/29/2024  
**TO** GREENLEAF BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 40 mph |
| <b>Time of Speed Survey</b>           | 12:47PM   | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 197       | <b>Posted Speed Limit</b>     | 35 mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 59%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 22475     | <b>2016 ET Recommendation</b> | 35 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                           |                      |          |
|---------------------------|-----------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd; All Way Stop at Auto Dr |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                         |                      |          |
| <b>Sidewalks</b>          | None                                                      |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                |                      |          |
| <b>Driveways</b>          | East side only                                            |                      |          |
| <b>Lighting</b>           | Both sides                                                |                      |          |
| <b>Segment Length</b>     | 0.25 miles                                                | <b>Width</b>         | 40 feet  |
| <b>Pedestrian Traffic</b> | Light                                                     | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                      |                      |          |
| <b>Horizontal Curve</b>   | None                                                      |                      |          |
| <b>Visibility</b>         | Good                                                      |                      |          |
| <b>Roadway Conditions</b> | Fair                                                      |                      |          |
| <b>Adjacent Land Use</b>  | Industrial                                                |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.16 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 35 mph                           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** EAST ALAMEDA STREET  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 41 | mph |
| <b>Time of Speed Survey</b>           | 2:50PM    | <b>50th Percentile Speed</b>  | 34 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 28-37     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 56%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3762      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                        |       |                      |          |
|---------------------------|------------------------------------------------------------------------|-------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Alondra Blvd, Myrrh St, Compton Blvd |       |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                      |       |                      |          |
| <b>Sidewalks</b>          | East side only                                                         |       |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                             |       |                      |          |
| <b>Driveways</b>          | East side only                                                         |       |                      |          |
| <b>Lighting</b>           | East side only                                                         |       |                      |          |
| <b>Segment Length</b>     | 1.00                                                                   | miles | <b>Width</b>         | 48       |
| <b>Pedestrian Traffic</b> | Light                                                                  |       | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                   |       |                      |          |
| <b>Horizontal Curve</b>   | None                                                                   |       |                      |          |
| <b>Visibility</b>         | Good                                                                   |       |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                   |       |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, commercial                                                 |       |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.24 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |     |
|----------------------|----------------------------------|-----|
| <b>Speed Limit</b>   | 35                               | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** EAST ALAMEDA STREET  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 37 mph |
| <b>Time of Speed Survey</b>           | 9:54AM    | <b>50th Percentile Speed</b>  | 32 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 mph |
| <b>10 mph Pace</b>                    | 28-37 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 62%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 5679      | <b>2016 ET Recommendation</b> | 35 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                |                      |          |
|---------------------------|--------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Palmer St, Rosecrans Ave; 3-Way Stop at Elm St |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal & All Way Stop                                               |                      |          |
| <b>Sidewalks</b>          | East side only                                                                 |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                     |                      |          |
| <b>Driveways</b>          | East side only                                                                 |                      |          |
| <b>Lighting</b>           | East side only                                                                 |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                                                     | <b>Width</b>         | 50 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                          | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                           |                      |          |
| <b>Horizontal Curve</b>   | None                                                                           |                      |          |
| <b>Visibility</b>         | Good                                                                           |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                           |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial, park                                                   |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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

## 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**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 43 mph |
| <b>Time of Speed Survey</b>           | 9:00AM    | <b>50th Percentile Speed</b>  | 36 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 54%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 7102      | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                |                      |          |
|---------------------------|------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans; All Way Stop at Pine St; 3-Way Stop at El Segundo Blvd, Weber Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal; Pine St, El Segundo Blvd                                                    |                      |          |
| <b>Sidewalks</b>          | East side only                                                                                 |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                                     |                      |          |
| <b>Driveways</b>          | East side only                                                                                 |                      |          |
| <b>Lighting</b>           | East side only                                                                                 |                      |          |
| <b>Segment Length</b>     | 1.30 miles                                                                                     | <b>Width</b>         | 50 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                          | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                                           |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                           |                      |          |
| <b>Visibility</b>         | Fair                                                                                           |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                           |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, School                                                                             |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.10 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 35 mph                           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 5

**STREET** WEST ALAMEDA STREET  
**FROM** SOUTH CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** GREENLEAF BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 12:27PM   | <b>50th Percentile Speed</b>  | 35 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 81%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 22031     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                            |                      |          |
|---------------------------|------------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Manville St, 91 Fwy EB Ramps, 91 Fway, WB Ramps, Auto Dr S, Towne Ctr Dr, Greenleaf Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Greenleaf Blvd                                                                                          |                      |          |
| <b>Sidewalks</b>          | Westside only                                                                                              |                      |          |
| <b>On-Street Parking</b>  | None                                                                                                       |                      |          |
| <b>Driveways</b>          | Westside only                                                                                              |                      |          |
| <b>Lighting</b>           | Both sides                                                                                                 |                      |          |
| <b>Segment Length</b>     | 0.75 miles                                                                                                 | <b>Width</b>         | 70 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                                      | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes, for 91 fwy underpass                                                                                  |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                                       |                      |          |
| <b>Visibility</b>         | Fair                                                                                                       |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                       |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial                                                                                     |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 3                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.17 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** WEST ALAMEDA STREET  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 42 mph |
| <b>Time of Speed Survey</b>           | 12:06PM   | <b>50th Percentile Speed</b>  | 36 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 70%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 15877     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                |                      |          |
|---------------------------|------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Alondra Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                              |                      |          |
| <b>Sidewalks</b>          | Westside only                                  |                      |          |
| <b>On-Street Parking</b>  | Westside only                                  |                      |          |
| <b>Driveways</b>          | Westside only                                  |                      |          |
| <b>Lighting</b>           | Westside only                                  |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                     | <b>Width</b>         | 58 feet  |
| <b>Pedestrian Traffic</b> | Light                                          | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                           |                      |          |
| <b>Horizontal Curve</b>   | Yes, near Alondra Blvd                         |                      |          |
| <b>Visibility</b>         | Fair                                           |                      |          |
| <b>Roadway Conditions</b> | Fair                                           |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial                        |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

**STREET** WEST ALAMEDA STREET  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 38 mph |
| <b>Time of Speed Survey</b>           | 11:43AM   | <b>50th Percentile Speed</b>  | 33 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 27-36 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 72%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 18999     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                        |                      |          |
|---------------------------|--------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                      |                      |          |
| <b>Sidewalks</b>          | Westside only                                          |                      |          |
| <b>On-Street Parking</b>  | None                                                   |                      |          |
| <b>Driveways</b>          | Westside only                                          |                      |          |
| <b>Lighting</b>           | Westside only                                          |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                             | <b>Width</b>         | 58 feet  |
| <b>Pedestrian Traffic</b> | Light                                                  | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                   |                      |          |
| <b>Horizontal Curve</b>   | Yes, near Alondra Blvd                                 |                      |          |
| <b>Visibility</b>         | Good                                                   |                      |          |
| <b>Roadway Conditions</b> | Fair                                                   |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, residential                                |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

**STREET** WEST ALAMEDA STREET  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 11:15AM   | <b>50th Percentile Speed</b>  | 33 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 28-37 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 71%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 25412     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

**Traffic Control** Traffic Signal at Compton Blvd, Palmer St, Elm St, Rosecrans Ave

|                           |                                    |                      |          |
|---------------------------|------------------------------------|----------------------|----------|
| <b>Marked X-Walks</b>     | at Compton Blvd, Palmer St, Elm St |                      |          |
| <b>Sidewalks</b>          | Westside only                      |                      |          |
| <b>On-Street Parking</b>  | Westside only                      |                      |          |
| <b>Driveways</b>          | Westside only                      |                      |          |
| <b>Lighting</b>           | Westside only                      |                      |          |
| <b>Segment Length</b>     | 0.50 miles                         | <b>Width</b>         | 58 feet  |
| <b>Pedestrian Traffic</b> | Light                              | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes, at Rosecrans Ave              |                      |          |
| <b>Horizontal Curve</b>   | None                               |                      |          |
| <b>Visibility</b>         | Fair                               |                      |          |
| <b>Roadway Conditions</b> | Fair                               |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial             |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 2                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.14 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 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

Date

TE 2933

State Registration Number

**STREET** WEST ALAMEDA STREET  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** NORTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/25/2024 | <b>85th Percentile Speed</b>  | 48 mph |
| <b>Time of Speed Survey</b>           | 10:54AM   | <b>50th Percentile Speed</b>  | 42 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 mph |
| <b>10 mph Pace</b>                    | 36-45 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 64%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 28190     | <b>2016 ET Recommendation</b> | 45 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                              |                      |          |
|---------------------------|----------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, Pine St, 133rd St, El Segundo Blvd, Weber Ave, Industry Way |                      |          |
| <b>Marked X-Walks</b>     | at Pine St, El Segundo Blvd, Weber Ave                                                       |                      |          |
| <b>Sidewalks</b>          | Westside only                                                                                |                      |          |
| <b>On-Street Parking</b>  | Westside only                                                                                |                      |          |
| <b>Driveways</b>          | Westside only                                                                                |                      |          |
| <b>Lighting</b>           | Westside only                                                                                |                      |          |
| <b>Segment Length</b>     | 1.40 miles                                                                                   | <b>Width</b>         | 58 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                        | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes, at Rosecrans Ave                                                                        |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                         |                      |          |
| <b>Visibility</b>         | Fair                                                                                         |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                         |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, commercial                                                                       |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 3                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.07 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.77 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 40 mph                           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 10

**STREET** ALONDRA BOULEVARD  
**FROM** WEST CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** WILMINGTON AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 44 | mph |
| <b>Time of Speed Survey</b>           | 11:02AM   | <b>50th Percentile Speed</b>  | 38 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 33-42     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 68%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 17435     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                     |       |                      |       |
|---------------------------|-------------------------------------------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Haskins Ln, Caswell Ave, Aprilia Ave, Central Ave, Wilmington Ave |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                   |       |                      |       |
| <b>Sidewalks</b>          | Both sides                                                                          |       |                      |       |
| <b>On-Street Parking</b>  | Both sides                                                                          |       |                      |       |
| <b>Driveways</b>          | Both sides                                                                          |       |                      |       |
| <b>Lighting</b>           | Both sides                                                                          |       |                      |       |
| <b>Segment Length</b>     | 1.40                                                                                | miles | <b>Width</b>         | 75    |
| <b>Pedestrian Traffic</b> | Light                                                                               |       | <b>Truck Traffic</b> | Light |
| <b>Vertical Curve</b>     | Yes                                                                                 |       |                      |       |
| <b>Horizontal Curve</b>   | Yes                                                                                 |       |                      |       |
| <b>Visibility</b>         | Fair                                                                                |       |                      |       |
| <b>Roadway Conditions</b> | Fair                                                                                |       |                      |       |
| <b>Adjacent Land Use</b>  | Residential, airport, commercial                                                    |       |                      |       |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 5                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.19 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                          |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** ALONDRA BOULEVARD  
**FROM** WILMINGTON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ALAMEDA STREET

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 44 mph |
| <b>Time of Speed Survey</b>           | 11:27AM   | <b>50th Percentile Speed</b>  | 38 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 33-42 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 66%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 18419     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                                      |                      |          |
|---------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Wilmington Ave, Central Ave, Oleander Ave, Acacia Ave, Willowbrook Ave, Tamarind Ave, Alameda St W |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                                                    |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                                           |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                                                           |                      |          |
| <b>Driveways</b>          | Both sides                                                                                                           |                      |          |
| <b>Lighting</b>           | Both sides                                                                                                           |                      |          |
| <b>Segment Length</b>     | 1.00 miles                                                                                                           | <b>Width</b>         | 52 feet  |
| <b>Pedestrian Traffic</b> | Moderate                                                                                                             | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                                                                 |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                                                 |                      |          |
| <b>Visibility</b>         | Fair                                                                                                                 |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                                 |                      |          |
| <b>Adjacent Land Use</b>  | Residential, commercial                                                                                              |                      |          |

**CRASH HISTORY**

|                                     |                                                |
|-------------------------------------|------------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                            |
| <b>Total Crashes</b>                | 8                                              |
| <b>Number of Lanes</b>              | 4 lanes with two-way left--turn and bike lanes |
| <b>Crash Rate</b>                   | 0.40 crashes/MVM                               |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                               |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

**TE 2933**

**Nicolle Spann**

**Date**

**State Registration Number**

**STREET** ALONDRA BOULEVARD  
**FROM** ALAMEDA STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** LONG BEACH BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 40 mph |
| <b>Time of Speed Survey</b>           | 11:50AM   | <b>50th Percentile Speed</b>  | 35 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 77%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 22498     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                      |                      |          |
|---------------------------|------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Alameda St W, Alameda St E, Santa Fe Ave, Mayo Ave, Poinsetta Ave, Long Beach Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Burris Ave                                                                     |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                           |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                                           |                      |          |
| <b>Driveways</b>          | Both sides                                                                                           |                      |          |
| <b>Lighting</b>           | Both sides                                                                                           |                      |          |
| <b>Segment Length</b>     | 0.70 miles                                                                                           | <b>Width</b>         | 84 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                                | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                                                 |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                                                  |                      |          |
| <b>Visibility</b>         | Good                                                                                                 |                      |          |
| <b>Roadway Conditions</b> | Good                                                                                                 |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, residential, commercial                                                                  |                      |          |

**CRASH HISTORY**

|                                     |                                         |
|-------------------------------------|-----------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                     |
| <b>Total Crashes</b>                | 0                                       |
| <b>Number of Lanes</b>              | 4 lanes w/ raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                        |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM                        |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

**TE 2933**

**Nicolle Spann**

**Date**

**State Registration Number**

**STREET** ALONDRA BOULEVARD  
**FROM** LONG BEACH BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** EAST CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 40 mph |
| <b>Time of Speed Survey</b>           | 12:19PM   | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 78%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 27051     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                                                 |                      |          |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Long Beach Blvd, Bradfield Ave, Harris Ave, White Ave, Atlantic Ave, I-710 NB Ramps, Home Depot, Atlantic Pl, |                      |          |
| <b>Marked X-Walks</b>     | at Long Beach Blvd, Bullis Rd, Ward Ave, Bradfield Ave, Pannes Ave,                                                             |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                                                      |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                                                                      |                      |          |
| <b>Driveways</b>          | Both sides                                                                                                                      |                      |          |
| <b>Lighting</b>           | Both sides                                                                                                                      |                      |          |
| <b>Segment Length</b>     | 1.40 miles                                                                                                                      | <b>Width</b>         | 76 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                                                           | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                                                             |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                                                                             |                      |          |
| <b>Visibility</b>         | Good                                                                                                                            |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                                            |                      |          |
| <b>Adjacent Land Use</b>  | Residential,                                                                                                                    |                      |          |

**CRASH HISTORY**

|                                     |                                            |
|-------------------------------------|--------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                        |
| <b>Total Crashes</b>                | 0                                          |
| <b>Number of Lanes</b>              | 4 lanes with raised medians and bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM                           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 14

**STREET** APRA STREET  
**FROM** VICTORIA STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 40 | mph |
| <b>Time of Speed Survey</b>           | 10:11AM   | <b>50th Percentile Speed</b>  | 31 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 | mph |
| <b>10 mph Pace</b>                    | 25-34     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 51%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 2869      | <b>2016 ET Recommendation</b> | 45 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |            |                      |       |
|---------------------------|------------|----------------------|-------|
| <b>Traffic Control</b>    | None       |                      |       |
| <b>Marked X-Walks</b>     | None       |                      |       |
| <b>Sidewalks</b>          | None       |                      |       |
| <b>On-Street Parking</b>  | None       |                      |       |
| <b>Driveways</b>          | Both sides |                      |       |
| <b>Lighting</b>           | Both sides |                      |       |
| <b>Segment Length</b>     | 0.43       | <b>Width</b>         | 64    |
| <b>Pedestrian Traffic</b> | Light      | <b>Truck Traffic</b> | Heavy |
| <b>Vertical Curve</b>     | None       |                      |       |
| <b>Horizontal Curve</b>   | None       |                      |       |
| <b>Visibility</b>         | Good       |                      |       |
| <b>Roadway Conditions</b> | Fair       |                      |       |
| <b>Adjacent Land Use</b>  | Industrial |                      |       |

**CRASH HISTORY**

|                                     |                             |
|-------------------------------------|-----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020         |
| <b>Total Crashes</b>                | 0                           |
| <b>Number of Lanes</b>              | 4 lanes with left-turn lane |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM            |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM            |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 15

**STREET** ARTESIA BOULEVARD (EB)  
**FROM** CENTRAL AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 46 mph |
| <b>Time of Speed Survey</b>           | 12:51PM   | <b>50th Percentile Speed</b>  | 37 mph |
| <b>Number of Survey Samples</b>       | 100       | <b>Posted Speed Limit</b>     | 45 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 50%       | <b>2010 ET Recommendation</b> | 45 mph |
| <b>Average Daily Traffic (ADT)</b>    | 6996      | <b>2016 ET Recommendation</b> | 45 mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                               |                      |          |
|---------------------------|-----------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Central Ave, Wilmington Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                             |                      |          |
| <b>Sidewalks</b>          | None                                          |                      |          |
| <b>On-Street Parking</b>  | None                                          |                      |          |
| <b>Driveways</b>          | Southside only                                |                      |          |
| <b>Lighting</b>           | None                                          |                      |          |
| <b>Segment Length</b>     | 1.36 miles                                    | <b>Width</b>         | 30 feet  |
| <b>Pedestrian Traffic</b> | Light                                         | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                           |                      |          |
| <b>Horizontal Curve</b>   | Yes                                           |                      |          |
| <b>Visibility</b>         | Fair                                          |                      |          |
| <b>Roadway Conditions</b> | Fair                                          |                      |          |
| <b>Adjacent Land Use</b>  | Industrial                                    |                      |          |

**CRASH HISTORY**

|                                     |                         |
|-------------------------------------|-------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020     |
| <b>Total Crashes</b>                | 0                       |
| <b>Number of Lanes</b>              | 2 lanes, both eastbound |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM        |
| <b>Statewide Average Crash Rate</b> | 0.93 crashes/MVM        |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 45 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 16

**STREET** ARTESIA BOULEVARD (WB)  
**FROM** CENTRAL AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 47 | mph |
| <b>Time of Speed Survey</b>           | 2:47PM    | <b>50th Percentile Speed</b>  | 38 | mph |
| <b>Number of Survey Samples</b>       | 100       | <b>Posted Speed Limit</b>     | 45 | mph |
| <b>10 mph Pace</b>                    | 34-43     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 54%       | <b>2010 ET Recommendation</b> | 45 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3005      | <b>2016 ET Recommendation</b> | 45 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                           |       |                      |          |
|---------------------------|-----------------------------------------------------------|-------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Central Ave, Wilmington Ave, Acacia Ave |       |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                         |       |                      |          |
| <b>Sidewalks</b>          | None                                                      |       |                      |          |
| <b>On-Street Parking</b>  | None                                                      |       |                      |          |
| <b>Driveways</b>          | North side only                                           |       |                      |          |
| <b>Lighting</b>           | None                                                      |       |                      |          |
| <b>Segment Length</b>     | 1.36                                                      | miles | <b>Width</b>         | 32       |
| <b>Pedestrian Traffic</b> | Light                                                     |       | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                       |       |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                       |       |                      |          |
| <b>Visibility</b>         | Good                                                      |       |                      |          |
| <b>Roadway Conditions</b> | Fair                                                      |       |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial                                    |       |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 3                   |
| <b>Number of Lanes</b>              | 2 lanes, westbound  |
| <b>Crash Rate</b>                   | 0.67 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.93 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 45                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** ARTESIA BOULEVARD  
**FROM** ACACIA AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** SANTA FE AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 43 | mph |
| <b>Time of Speed Survey</b>           | 1:23PM    | <b>50th Percentile Speed</b>  | 37 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 | mph |
| <b>10 mph Pace</b>                    | 33-42     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 59%       | <b>2010 ET Recommendation</b> | 45 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 11450     | <b>2016 ET Recommendation</b> | 45 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                           |       |                      |          |
|---------------------------|-------------------------------------------------------------------------------------------|-------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Acacia Ave, Crystal Casino Driveway, Alameda St connector, Santa Fe Ave |       |                      |          |
| <b>Marked X-Walks</b>     | at Crystal Casino Driveway, Santa Fe Ave                                                  |       |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                |       |                      |          |
| <b>On-Street Parking</b>  | None                                                                                      |       |                      |          |
| <b>Driveways</b>          | Northside only                                                                            |       |                      |          |
| <b>Lighting</b>           | Both sides                                                                                |       |                      |          |
| <b>Segment Length</b>     | 0.60                                                                                      | miles | <b>Width</b>         | 64       |
| <b>Pedestrian Traffic</b> | Light                                                                                     |       | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                       |       |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                                       |       |                      |          |
| <b>Visibility</b>         | Fair                                                                                      |       |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                      |       |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial                                                                    |       |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 4                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.53 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.93 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

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**STREET** ARTESIA BOULEVARD  
**FROM** SANTA FE AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** SUSANA ROAD / HARBOR DRIVE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 2:00PM    | <b>50th Percentile Speed</b>  | 32 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 | mph |
| <b>10 mph Pace</b>                    | 27-36     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 65%       | <b>2010 ET Recommendation</b> | 45 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 8315      | <b>2016 ET Recommendation</b> | 45 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                     |       |                      |       |
|---------------------------|-----------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Santa Fe Ave, Susana Rd/Harbor Rd |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                                   |       |                      |       |
| <b>Sidewalks</b>          | Both sides                                          |       |                      |       |
| <b>On-Street Parking</b>  | None                                                |       |                      |       |
| <b>Driveways</b>          | Northside only                                      |       |                      |       |
| <b>Lighting</b>           | Both sides                                          |       |                      |       |
| <b>Segment Length</b>     | 0.40                                                | miles | <b>Width</b>         | 90    |
| <b>Pedestrian Traffic</b> | Light                                               |       | <b>Truck Traffic</b> | Light |
| <b>Vertical Curve</b>     | None                                                |       |                      |       |
| <b>Horizontal Curve</b>   | None                                                |       |                      |       |
| <b>Visibility</b>         | Fair                                                |       |                      |       |
| <b>Roadway Conditions</b> | Fair                                                |       |                      |       |
| <b>Adjacent Land Use</b>  | Commercial, College                                 |       |                      |       |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 1                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.27 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | 0.93 crashes/MVM                          |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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

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State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 19

**STREET** ATLANTIC AVENUE  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** SOUTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/24/2024 | <b>85th Percentile Speed</b>  | 44 mph |
| <b>Time of Speed Survey</b>           | 10:43AM   | <b>50th Percentile Speed</b>  | 38 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 mph |
| <b>10 mph Pace</b>                    | 34-43 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 73%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 18513     | <b>2016 ET Recommendation</b> | 35 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                |                      |          |
|---------------------------|--------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal              |                      |          |
| <b>Sidewalks</b>          | Both sides                     |                      |          |
| <b>On-Street Parking</b>  | Both sides                     |                      |          |
| <b>Driveways</b>          | Both sides                     |                      |          |
| <b>Lighting</b>           | Both sides                     |                      |          |
| <b>Segment Length</b>     | 0.50 miles                     | <b>Width</b>         | 74 feet  |
| <b>Pedestrian Traffic</b> | Moderate                       | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                            |                      |          |
| <b>Horizontal Curve</b>   | Yes                            |                      |          |
| <b>Visibility</b>         | Fair                           |                      |          |
| <b>Roadway Conditions</b> | Fair                           |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial        |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.10 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 35 mph                           |
| <b>Justification</b> | Maintain 2010 E&T Recommendation |

Field Study By EJM

Checked By NS

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Nicolle Spann

5/29/2024

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## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 20

**STREET** BRADFIELD AVENUE  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 2/8/2024  | <b>85th Percentile Speed</b>  | 29 | mph |
| <b>Time of Speed Survey</b>           | 9:19 AM   | <b>50th Percentile Speed</b>  | 25 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 21-30 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 74%       | <b>2010 ET Recommendation</b> | 25 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 2905      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                              |                      |       |      |
|---------------------------|----------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, Compton Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal, Pixley St, Bales St       |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                   |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                   |                      |       |      |
| <b>Driveways</b>          | Both sides                                   |                      |       |      |
| <b>Lighting</b>           | Both sides                                   |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                   | <b>Width</b>         | 28    | feet |
| <b>Pedestrian Traffic</b> | Light                                        | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                         |                      |       |      |
| <b>Horizontal Curve</b>   | Yes                                          |                      |       |      |
| <b>Visibility</b>         | Fair                                         |                      |       |      |
| <b>Roadway Conditions</b> | Good                                         |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential, school                          |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                       |
|----------------------|-----------------------|
| <b>Speed Limit</b>   | 30 mph                |
| <b>Justification</b> | 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).



5/29/2024

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Nicolle Spann

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STREET BULLIS ROAD

CERTIFICATION DATE 5/29/2024

FROM COMPTON BOULEVARD

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, cemetery                                  |               |       |      |

**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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

STREET BULLIS ROAD

CERTIFICATION DATE 5/29/2024

FROM ROSECRANS AVENUE

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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 23

**STREET** CENTRAL AVENUE  
**FROM** SOUTH CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** GREENLEAF BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 43 mph |
| <b>Time of Speed Survey</b>           | 1:27PM    | <b>50th Percentile Speed</b>  | 37 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 65%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 26932     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                           |                      |          |
|---------------------------|-----------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Radbard St, Artesia Blvd (E), Artesia Blvd (W), Walnut St, STG Driveway, Greenleaf Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Radbard St, Artesia Blvd (E), Artesia Blvd (W), Walnut St, Greenle                                     |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                                |                      |          |
| <b>On-Street Parking</b>  | None                                                                                                      |                      |          |
| <b>Driveways</b>          | Both sides                                                                                                |                      |          |
| <b>Lighting</b>           | Both sides                                                                                                |                      |          |
| <b>Segment Length</b>     | 0.70 miles                                                                                                | <b>Width</b>         | 82 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                                     | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                                       |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                                      |                      |          |
| <b>Visibility</b>         | Good                                                                                                      |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                      |                      |          |
| <b>Adjacent Land Use</b>  | Industrial, commercial                                                                                    |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 3                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.15 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 24

STREET CENTRAL AVENUE

CERTIFICATION DATE 5/29/2024

FROM GREENLEAF BOULEVARD

TO COMPTON BOULEVARD

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, cemetery, 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

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5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 25

**STREET** CENTRAL AVENUE  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 36 | mph |
| <b>Time of Speed Survey</b>           | 12:48PM   | <b>50th Percentile Speed</b>  | 32 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 27-36 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 83%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 22495     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                            |                      |       |      |
|---------------------------|------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Brazil St, Rosecrans Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal, 144th St                                |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                 |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                 |                      |       |      |
| <b>Driveways</b>          | Both sides                                                 |                      |       |      |
| <b>Lighting</b>           | Both sides                                                 |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                                 | <b>Width</b>         | 74    | feet |
| <b>Pedestrian Traffic</b> | Light                                                      | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                       |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                       |                      |       |      |
| <b>Visibility</b>         | Good                                                       |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                       |                      |       |      |
| <b>Adjacent Land Use</b>  | Commercial, residential, industrial                        |                      |       |      |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 0                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM                          |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 26

**STREET** CENTRAL AVENUE  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** NORTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 42 mph |
| <b>Time of Speed Survey</b>           | 12:28PM   | <b>50th Percentile Speed</b>  | 36 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 66%       | <b>2010 ET Recommendation</b> | 45 mph |
| <b>Average Daily Traffic (ADT)</b>    | 25046     | <b>2016 ET Recommendation</b> | 45 mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                          |                      |          |
|---------------------------|--------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, 139th St, Piru St, 135th St, Central St |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal, and 134th St, 131st St                                |                      |          |
| <b>Sidewalks</b>          | Both sides                                                               |                      |          |
| <b>On-Street Parking</b>  | None                                                                     |                      |          |
| <b>Driveways</b>          | Both sides                                                               |                      |          |
| <b>Lighting</b>           | Both sides                                                               |                      |          |
| <b>Segment Length</b>     | 1.00 miles                                                               | <b>Width</b>         | 78 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                    | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                     |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                      |                      |          |
| <b>Visibility</b>         | Good                                                                     |                      |          |
| <b>Roadway Conditions</b> | Good                                                                     |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial, commercial                                      |                      |          |

**CRASH HISTORY**

|                                     |                                                    |
|-------------------------------------|----------------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                                |
| <b>Total Crashes</b>                | 4                                                  |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane and bike lanes |
| <b>Crash Rate</b>                   | 0.15 crashes/MVM                                   |
| <b>Statewide Average Crash Rate</b> | 0.77 crashes/MVM                                   |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** COMPTON AVENUE  
**FROM** SLATER AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** EL SEGUNDO BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 32 | mph |
| <b>Time of Speed Survey</b>           | 9:19AM    | <b>50th Percentile Speed</b>  | 28 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 23-32 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 77%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 2821      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                       |                      |       |      |
|---------------------------|-----------------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at El Segundo Blvd; All Way Stop at 132nd St, 130th St |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                     |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                            |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                            |                      |       |      |
| <b>Driveways</b>          | Both sides                                                            |                      |       |      |
| <b>Lighting</b>           | Both sides                                                            |                      |       |      |
| <b>Segment Length</b>     | 0.41 miles                                                            | <b>Width</b>         | 56    | feet |
| <b>Pedestrian Traffic</b> | Light                                                                 | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                                  |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                                  |                      |       |      |
| <b>Visibility</b>         | Fair                                                                  |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                                                  |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                                           |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                        |
|----------------------|----------------------------------------|
| <b>Speed Limit</b>   | 25 mph                                 |
| <b>Justification</b> | Hidden Driveways, adjacent to a school |

**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

**STREET** COMPTON BOULEVARD  
**FROM** WEST CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** WILMINGTON AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 39 | mph |
| <b>Time of Speed Survey</b>           | 1:26PM    | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 76%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 23101     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                    |                      |          |      |
|---------------------------|----------------------------------------------------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Wadsworth Ave, Deodora Ave, Central Ave, Tajauta Ave, Dwight Ave, Wilmington Ave |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Goleta St                                                                    |                      |          |      |
| <b>Sidewalks</b>          | Both sides                                                                                         |                      |          |      |
| <b>On-Street Parking</b>  | Both sides                                                                                         |                      |          |      |
| <b>Driveways</b>          | Both sides                                                                                         |                      |          |      |
| <b>Lighting</b>           | Both sides                                                                                         |                      |          |      |
| <b>Segment Length</b>     | 1.30 miles                                                                                         | <b>Width</b>         | 60       | feet |
| <b>Pedestrian Traffic</b> | Light                                                                                              | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                                                                                               |                      |          |      |
| <b>Horizontal Curve</b>   | Yes                                                                                                |                      |          |      |
| <b>Visibility</b>         | Fair                                                                                               |                      |          |      |
| <b>Roadway Conditions</b> | Fair                                                                                               |                      |          |      |
| <b>Adjacent Land Use</b>  | Commercial, residential, industrial                                                                |                      |          |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 3                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.09 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 29

**STREET** COMPTON BOULEVARD  
**FROM** WILMINGTON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 40 mph |
| <b>Time of Speed Survey</b>           | 1:09PM    | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 72%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 23820     | <b>2016 ET Recommendation</b> | 35 mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                        |                      |          |
|---------------------------|------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Wilmington Ave, Aranbe Ave, Oleander Ave, Acacia Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Matthisen Ave                                    |                      |          |
| <b>Sidewalks</b>          | Both sides                                                             |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                             |                      |          |
| <b>Driveways</b>          | Both sides                                                             |                      |          |
| <b>Lighting</b>           | Both sides                                                             |                      |          |
| <b>Segment Length</b>     | 0.62 miles                                                             | <b>Width</b>         | 54 feet  |
| <b>Pedestrian Traffic</b> | Moderate                                                               | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                   |                      |          |
| <b>Horizontal Curve</b>   | None                                                                   |                      |          |
| <b>Visibility</b>         | Good                                                                   |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                   |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential                                                |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 4                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.25 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                                                                                             |
|----------------------|---------------------------------------------------------------------------------------------|
| <b>Speed Limit</b>   | 35 mph                                                                                      |
| <b>Justification</b> | Uncontrolled Crosswalk, Moderate Pedestrian Use, 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 30

**STREET** COMPTON BOULEVARD  
**FROM** ACACIA AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** SANTA FE AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 37 | mph |
| <b>Time of Speed Survey</b>           | 12:49PM   | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 28-37 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 83%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 18175     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                                                |                      |       |      |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Acacia Ave, Willowbrook Ave (W), Willowbrook Ave (E), Douglas Dollarhide Dr, Alameda St (W), Alameda St (E), |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                                                              |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                                                                                     |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                                                                                     |                      |       |      |
| <b>Driveways</b>          | Both sides                                                                                                                     |                      |       |      |
| <b>Lighting</b>           | Both sides                                                                                                                     |                      |       |      |
| <b>Segment Length</b>     | 0.60 miles                                                                                                                     | <b>Width</b>         | 84    | feet |
| <b>Pedestrian Traffic</b> | Moderate                                                                                                                       | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | Slight, at train tracks                                                                                                        |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                                                                                           |                      |       |      |
| <b>Visibility</b>         | Good                                                                                                                           |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                                                                                           |                      |       |      |
| <b>Adjacent Land Use</b>  | Commercial, Civic Center                                                                                                       |                      |       |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** COMPTON BOULEVARD  
**FROM** SANTA FE AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** BULLIS ROAD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 43 | mph |
| <b>Time of Speed Survey</b>           | 12:30PM   | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 29-38     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 64%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 25607     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

**Traffic Control** Traffic Signal at Santa Fe Ave, Mayo Ave, Long Beach Blvd, Bullis Rd

|                           |                                 |                      |          |      |
|---------------------------|---------------------------------|----------------------|----------|------|
| <b>Marked X-Walks</b>     | at Traffic Signal and Sloan Ave |                      |          |      |
| <b>Sidewalks</b>          | Both sides                      |                      |          |      |
| <b>On-Street Parking</b>  | Both sides                      |                      |          |      |
| <b>Driveways</b>          | Both sides                      |                      |          |      |
| <b>Lighting</b>           | Both sides                      |                      |          |      |
| <b>Segment Length</b>     | 0.50                            | <b>Width</b>         | 84       | feet |
| <b>Pedestrian Traffic</b> | Moderate                        | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                            |                      |          |      |
| <b>Horizontal Curve</b>   | None                            |                      |          |      |
| <b>Visibility</b>         | Good                            |                      |          |      |
| <b>Roadway Conditions</b> | Good                            |                      |          |      |
| <b>Adjacent Land Use</b>  | Commercial                      |                      |          |      |

**CRASH HISTORY**

|                                     |                         |
|-------------------------------------|-------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020     |
| <b>Total Crashes</b>                | 0                       |
| <b>Number of Lanes</b>              | 4 lanes with bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM        |
| <b>Statewide Average Crash Rate</b> | 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

Date

TE 2933

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 32

**STREET** COMPTON BOULEVARD  
**FROM** BULLIS ROAD

**CERTIFICATION DATE** 5/29/2024  
**TO** EAST CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 12:12PM   | <b>50th Percentile Speed</b>  | 33 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 27-36 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 75%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 23340     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                     |                      |          |
|---------------------------|-----------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Bullis Rd, Bradfield Ave, Harris Ave, Atlantic Ave, Gibson Ave, Clinton Elem Drwy |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Holly Ave                                                                     |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                          |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                                          |                      |          |
| <b>Driveways</b>          | Both sides                                                                                          |                      |          |
| <b>Lighting</b>           | Both sides                                                                                          |                      |          |
| <b>Segment Length</b>     | 1.40 miles                                                                                          | <b>Width</b>         | 80 feet  |
| <b>Pedestrian Traffic</b> | Moderate                                                                                            | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                                 |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                                |                      |          |
| <b>Visibility</b>         | Good                                                                                                |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential                                                                             |                      |          |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.03 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

**STREET** EL SEGUNDO BOULEVARD  
**FROM** CENTRAL AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** WILMINGTON AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 44 mph |
| <b>Time of Speed Survey</b>           | 9:00AM    | <b>50th Percentile Speed</b>  | 37 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 32-41 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 65%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 24889     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                       |                      |          |
|---------------------------|---------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Central Ave, Parmelee Ave, Compton Ave, Grandee Ave, Wilmington Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                     |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                            |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                                            |                      |          |
| <b>Driveways</b>          | Both sides                                                                            |                      |          |
| <b>Lighting</b>           | Both sides                                                                            |                      |          |
| <b>Segment Length</b>     | 0.86 miles                                                                            | <b>Width</b>         | 76 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                 | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                   |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                  |                      |          |
| <b>Visibility</b>         | Good                                                                                  |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                  |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential, industrial, High School                                      |                      |          |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 7                                   |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.30 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 34

**STREET** GREENLEAF BOULEVARD  
**FROM** CENTRAL AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** WILLOWBROOK AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 40 | mph |
| <b>Time of Speed Survey</b>           | 3:40PM    | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 78%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 13459     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                    |                      |          |      |
|---------------------------|--------------------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Central Ave, Wilmington Ave                      |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Greenleaf Dr, Center Ave, Willowbrook Ave (W |                      |          |      |
| <b>Sidewalks</b>          | Both sides                                                         |                      |          |      |
| <b>On-Street Parking</b>  | North side only                                                    |                      |          |      |
| <b>Driveways</b>          | Both sides                                                         |                      |          |      |
| <b>Lighting</b>           | Both sides                                                         |                      |          |      |
| <b>Segment Length</b>     | 1.44 miles                                                         | <b>Width</b>         | 50       | feet |
| <b>Pedestrian Traffic</b> | Light                                                              | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | Slight, at train tracks                                            |                      |          |      |
| <b>Horizontal Curve</b>   | None                                                               |                      |          |      |
| <b>Visibility</b>         | Good                                                               |                      |          |      |
| <b>Roadway Conditions</b> | Fair                                                               |                      |          |      |
| <b>Adjacent Land Use</b>  | Residential, industrial, cemetery                                  |                      |          |      |

**CRASH HISTORY**

|                                     |                                                    |
|-------------------------------------|----------------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                                |
| <b>Total Crashes</b>                | 3                                                  |
| <b>Number of Lanes</b>              | 2 lanes with two-way left-turn lane and bike lanes |
| <b>Crash Rate</b>                   | 0.14 crashes/MVM                                   |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                                   |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 35

**STREET** GREENLEAF BOULEVARD  
**FROM** WILLOWBROOK AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** LONG BEACH BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/24/2024 | <b>85th Percentile Speed</b>  | 41 mph |
| <b>Time of Speed Survey</b>           | 12:53PM   | <b>50th Percentile Speed</b>  | 35 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 75%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 13517     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                               |                      |          |
|---------------------------|-----------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Tamarind Ave, Alameda St (W), Alameda St (E), Santa Fe Ave, Long Beach Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Willowbrook Ave (E)                                                     |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                    |                      |          |
| <b>On-Street Parking</b>  | North side only                                                                               |                      |          |
| <b>Driveways</b>          | North side only                                                                               |                      |          |
| <b>Lighting</b>           | Both sides                                                                                    |                      |          |
| <b>Segment Length</b>     | 1.00 miles                                                                                    | <b>Width</b>         | 52 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                         | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Slight, at train tracks                                                                       |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                          |                      |          |
| <b>Visibility</b>         | Good                                                                                          |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                          |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial                                                                       |                      |          |

**CRASH HISTORY**

|                                     |                                                    |
|-------------------------------------|----------------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                                |
| <b>Total Crashes</b>                | 0                                                  |
| <b>Number of Lanes</b>              | 2 lanes with two-way left-turn lane and bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                                   |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM                                   |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** LONG BEACH BOULEVARD  
**FROM** SOUTH CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 38 mph |
| <b>Time of Speed Survey</b>           | 12:39PM   | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 77%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 24948     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                          |                      |          |
|---------------------------|--------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Temple Ave, Elizabeth St, Alondra Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Bennett St, Caldwell St                            |                      |          |
| <b>Sidewalks</b>          | Both sides                                                               |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                               |                      |          |
| <b>Driveways</b>          | Both sides                                                               |                      |          |
| <b>Lighting</b>           | Both sides                                                               |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                                               | <b>Width</b>         | 70 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                    | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                     |                      |          |
| <b>Horizontal Curve</b>   | None                                                                     |                      |          |
| <b>Visibility</b>         | Good                                                                     |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                     |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential                                                  |                      |          |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 0                                   |
| <b>Number of Lanes</b>              | 2 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 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

**STREET** LONG BEACH BOULEVARD  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 1:03PM    | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 79%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 27899     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                        |                      |          |      |
|---------------------------|--------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Laurel St                        |                      |          |      |
| <b>Sidewalks</b>          | Both sides                                             |                      |          |      |
| <b>On-Street Parking</b>  | Both sides                                             |                      |          |      |
| <b>Driveways</b>          | Both sides                                             |                      |          |      |
| <b>Lighting</b>           | Both sides                                             |                      |          |      |
| <b>Segment Length</b>     | 0.50 miles                                             | <b>Width</b>         | 70       | feet |
| <b>Pedestrian Traffic</b> | Light                                                  | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                                                   |                      |          |      |
| <b>Horizontal Curve</b>   | Yes                                                    |                      |          |      |
| <b>Visibility</b>         | Good                                                   |                      |          |      |
| <b>Roadway Conditions</b> | Fair                                                   |                      |          |      |
| <b>Adjacent Land Use</b>  | Commercial                                             |                      |          |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 1                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.07 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 39

**STREET** LONG BEACH BOULEVARD  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

OPERATING CHARACTERISTICS

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 1:19PM    | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 28-37     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 80%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 25750     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

ROADWAY CHARACTERISTICS

|                           |                                           |       |                      |          |
|---------------------------|-------------------------------------------|-------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Palmer St |       |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Elm St, Pattie Ct   |       |                      |          |
| <b>Sidewalks</b>          | Both sides                                |       |                      |          |
| <b>On-Street Parking</b>  | Both sides                                |       |                      |          |
| <b>Driveways</b>          | Both sides                                |       |                      |          |
| <b>Lighting</b>           | Both sides                                |       |                      |          |
| <b>Segment Length</b>     | 0.50                                      | miles | <b>Width</b>         | 70       |
| <b>Pedestrian Traffic</b> | Light                                     |       | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                      |       |                      |          |
| <b>Horizontal Curve</b>   | None                                      |       |                      |          |
| <b>Visibility</b>         | Fair                                      |       |                      |          |
| <b>Roadway Conditions</b> | Fair                                      |       |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, industrial                    |       |                      |          |

CRASH HISTORY

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 1                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.07 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

RECOMMENDATION

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 35                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 40

**STREET** LONG BEACH BOULEVARD  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** NORTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 39 | mph |
| <b>Time of Speed Survey</b>           | 1:40PM    | <b>50th Percentile Speed</b>  | 34 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 28-37 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 79%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 32359     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                     |                      |       |      |
|---------------------------|-----------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, Tucker St, Pine St |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Golden St, Arlington St       |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                          |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                          |                      |       |      |
| <b>Driveways</b>          | Both sides                                          |                      |       |      |
| <b>Lighting</b>           | Both sides                                          |                      |       |      |
| <b>Segment Length</b>     | 0.55 miles                                          | <b>Width</b>         | 70    | feet |
| <b>Pedestrian Traffic</b> | Moderate                                            | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                |                      |       |      |
| <b>Visibility</b>         | Good                                                |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                                |                      |       |      |
| <b>Adjacent Land Use</b>  | Commercial                                          |                      |       |      |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 0                                   |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** MANVILLE STREET  
**FROM** WEST CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** EAST CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 37 | mph |
| <b>Time of Speed Survey</b>           | 11:26AM   | <b>50th Percentile Speed</b>  | 29 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 24-33     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 54%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3537      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                            |       |                      |       |
|---------------------------|------------------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Alameda St; 1-way Stop at Wilmington Ave |       |                      |       |
| <b>Marked X-Walks</b>     | None                                                       |       |                      |       |
| <b>Sidewalks</b>          | None                                                       |       |                      |       |
| <b>On-Street Parking</b>  | None                                                       |       |                      |       |
| <b>Driveways</b>          | Both sides                                                 |       |                      |       |
| <b>Lighting</b>           | Both sides                                                 |       |                      |       |
| <b>Segment Length</b>     | 1.10                                                       | miles | <b>Width</b>         | 64    |
| <b>Pedestrian Traffic</b> | Light                                                      |       | <b>Truck Traffic</b> | Heavy |
| <b>Vertical Curve</b>     | Yes                                                        |       |                      |       |
| <b>Horizontal Curve</b>   | Yes                                                        |       |                      |       |
| <b>Visibility</b>         | Good                                                       |       |                      |       |
| <b>Roadway Conditions</b> | Good                                                       |       |                      |       |
| <b>Adjacent Land Use</b>  | Industrial                                                 |       |                      |       |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 1                                   |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.23 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                    |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 35                        | mph |
| <b>Justification</b> | 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

**STREET** McMILLAN STREET  
**FROM** THORSON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** EAST CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/30/2024 | <b>85th Percentile Speed</b>  | 30 | mph |
| <b>Time of Speed Survey</b>           | 2:47PM    | <b>50th Percentile Speed</b>  | 25 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 25 | mph |
| <b>10 mph Pace</b>                    | 21-30 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 81%       | <b>2010 ET Recommendation</b> | 25 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3011      | <b>2016 ET Recommendation</b> | 25 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                  |                      |       |      |
|---------------------------|----------------------------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | All Way Stop at Thorson Ave, Waldorf Dr, Gibson Ave; 2-way stop at Atlantic Ave, |                      |       |      |
| <b>Marked X-Walks</b>     | at Thorson Ave, Gibson Ave                                                       |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                                       |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                                       |                      |       |      |
| <b>Driveways</b>          | Both sides                                                                       |                      |       |      |
| <b>Lighting</b>           | Both sides                                                                       |                      |       |      |
| <b>Segment Length</b>     | 0.61 miles                                                                       | <b>Width</b>         | 50    | feet |
| <b>Pedestrian Traffic</b> | Moderate                                                                         | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                                             |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                                             |                      |       |      |
| <b>Visibility</b>         | Good                                                                             |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                                             |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                                                      |                      |       |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 2 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM           |

**RECOMMENDATION**

|                      |                  |
|----------------------|------------------|
| <b>Speed Limit</b>   | 25 mph           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** PALMER STREET  
**FROM** ALAMEDA STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** SANTA FE AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/31/2024 | <b>85th Percentile Speed</b>  | 30 | mph |
| <b>Time of Speed Survey</b>           | 9:53AM    | <b>50th Percentile Speed</b>  | 26 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 21-30 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 68%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 4975      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                            |                      |       |      |
|---------------------------|------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Alameda St (E), Willow Ave, Santa Fe Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                          |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                 |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                 |                      |       |      |
| <b>Driveways</b>          | Both sides                                                 |                      |       |      |
| <b>Lighting</b>           | Both sides                                                 |                      |       |      |
| <b>Segment Length</b>     | 0.23 miles                                                 | <b>Width</b>         | 50    | feet |
| <b>Pedestrian Traffic</b> | Light                                                      | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                       |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                       |                      |       |      |
| <b>Visibility</b>         | Good                                                       |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                       |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                                |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 30 mph                    |
| <b>Justification</b> | 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

## 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**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/31/2024 | <b>85th Percentile Speed</b>  | 35 | mph |
| <b>Time of Speed Survey</b>           | 9:00AM    | <b>50th Percentile Speed</b>  | 31 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 26-35 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 73%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 5626      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                          |                      |       |      |
|---------------------------|------------------------------------------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Santa Fe Ave, Long Beach Blvd; All Way Stop at Mayo Ave, Poinsetta Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and All Way Stop                                                       |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                                                               |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                                                                               |                      |       |      |
| <b>Driveways</b>          | Both sides                                                                               |                      |       |      |
| <b>Lighting</b>           | Both sides                                                                               |                      |       |      |
| <b>Segment Length</b>     | 0.43 miles                                                                               | <b>Width</b>         | 60    | feet |
| <b>Pedestrian Traffic</b> | Light                                                                                    | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                                                     |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                                                     |                      |       |      |
| <b>Visibility</b>         | Good                                                                                     |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                                                     |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                                                              |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM    |

**RECOMMENDATION**

|                      |                  |
|----------------------|------------------|
| <b>Speed Limit</b>   | 30 mph           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 45

**STREET** PARMELEE AVENUE  
**FROM** 138TH STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** EL SEGUNDO BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 31 | mph |
| <b>Time of Speed Survey</b>           | 10:41AM   | <b>50th Percentile Speed</b>  | 26 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 21-30 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 78%       | <b>2010 ET Recommendation</b> | 25 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 2698      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                   |                      |       |      |
|---------------------------|-----------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at El Segundo Blvd |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                 |                      |       |      |
| <b>Sidewalks</b>          | Both sides                        |                      |       |      |
| <b>On-Street Parking</b>  | Both sides                        |                      |       |      |
| <b>Driveways</b>          | Both sides                        |                      |       |      |
| <b>Lighting</b>           | Both sides                        |                      |       |      |
| <b>Segment Length</b>     | 0.72 miles                        | <b>Width</b>         | 38    | feet |
| <b>Pedestrian Traffic</b> | Moderate                          | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                              |                      |       |      |
| <b>Horizontal Curve</b>   | Yes                               |                      |       |      |
| <b>Visibility</b>         | Good                              |                      |       |      |
| <b>Roadway Conditions</b> | Good                              |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                       |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 2                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.94 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 30 mph                    |
| <b>Justification</b> | 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

**STREET** ROSECRANS AVENUE  
**FROM** WEST CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** WILMINGTON AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 38 mph |
| <b>Time of Speed Survey</b>           | 10:35AM   | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 82%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 30332     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                                                |                      |          |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Stanford Ave, McKinley Ave, Aprilia Ave, Central Ave, Parmalee Ave, Tajaunta Ave, Dwight Ave, Wilmington Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Kemp Ave                                                                                                 |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                                                     |                      |          |
| <b>On-Street Parking</b>  | None                                                                                                                           |                      |          |
| <b>Driveways</b>          | Both sides                                                                                                                     |                      |          |
| <b>Lighting</b>           | Both sides                                                                                                                     |                      |          |
| <b>Segment Length</b>     | 1.46 miles                                                                                                                     | <b>Width</b>         | 78 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                                                          | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                                                                           |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                                                                            |                      |          |
| <b>Visibility</b>         | Good                                                                                                                           |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                                                           |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential, industrial                                                                                            |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 5                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.10 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 47

**STREET** ROSECRANS AVENUE  
**FROM** WILMINGTON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 40 | mph |
| <b>Time of Speed Survey</b>           | 10:13AM   | <b>50th Percentile Speed</b>  | 34 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 74%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 31818     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                       |                      |          |      |
|---------------------------|---------------------------------------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Wilmington Ave, Matthisen Ave, Aranbe Ave, Oleander Ave, Acacia Ave |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                     |                      |          |      |
| <b>Sidewalks</b>          | Both sides                                                                            |                      |          |      |
| <b>On-Street Parking</b>  | Both sides                                                                            |                      |          |      |
| <b>Driveways</b>          | Both sides                                                                            |                      |          |      |
| <b>Lighting</b>           | Both sides                                                                            |                      |          |      |
| <b>Segment Length</b>     | 0.60 miles                                                                            | <b>Width</b>         | 74       | feet |
| <b>Pedestrian Traffic</b> | Light                                                                                 | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                                                                                  |                      |          |      |
| <b>Horizontal Curve</b>   | None                                                                                  |                      |          |      |
| <b>Visibility</b>         | Good                                                                                  |                      |          |      |
| <b>Roadway Conditions</b> | Fair                                                                                  |                      |          |      |
| <b>Adjacent Land Use</b>  | Commercial, residential                                                               |                      |          |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 2                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.10 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** ROSECRANS AVENUE  
**FROM** ACACIA AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** SANTA FE AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 9:57AM    | <b>50th Percentile Speed</b>  | 35 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 83%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 45110     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                 |                      |          |
|---------------------------|-------------------------------------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Acacia Ave, Willowbrook Ave (W), Alameda St (W), Alameda St (E), Santa Fe Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                               |                      |          |
| <b>Sidewalks</b>          | Both sides                                                                                      |                      |          |
| <b>On-Street Parking</b>  | None                                                                                            |                      |          |
| <b>Driveways</b>          | Both sides                                                                                      |                      |          |
| <b>Lighting</b>           | Both sides                                                                                      |                      |          |
| <b>Segment Length</b>     | 0.61 miles                                                                                      | <b>Width</b>         | 76 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                                           | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                                                                             |                      |          |
| <b>Horizontal Curve</b>   | None                                                                                            |                      |          |
| <b>Visibility</b>         | Fair                                                                                            |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                                            |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential                                                                         |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 49

**STREET** ROSECRANS AVENUE  
**FROM** SANTA FE AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** BULLIS ROAD

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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 50

**STREET** ROSECRANS AVENUE  
**FROM** BULLIS ROAD

**CERTIFICATION DATE** 5/29/2024  
**TO** EAST CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 42 mph |
| <b>Time of Speed Survey</b>           | 9:16AM    | <b>50th Percentile Speed</b>  | 37 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 31-40 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 71%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 30518     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

**Traffic Control** Traffic Signal at Bullis Rd, Bradfield Ave, Pannes Ave, Harris Ave

|                           |                         |                      |          |
|---------------------------|-------------------------|----------------------|----------|
| <b>Marked X-Walks</b>     | at Traffic Signal       |                      |          |
| <b>Sidewalks</b>          | Both sides              |                      |          |
| <b>On-Street Parking</b>  | Both sides              |                      |          |
| <b>Driveways</b>          | Both sides              |                      |          |
| <b>Lighting</b>           | Both sides              |                      |          |
| <b>Segment Length</b>     | 0.53 miles              | <b>Width</b>         | 76 feet  |
| <b>Pedestrian Traffic</b> | Light                   | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                    |                      |          |
| <b>Horizontal Curve</b>   | None                    |                      |          |
| <b>Visibility</b>         | Good                    |                      |          |
| <b>Roadway Conditions</b> | Fair                    |                      |          |
| <b>Adjacent Land Use</b>  | Commercial, residential |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 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

STREET SANTA FE AVENUE

CERTIFICATION DATE 5/29/2024

FROM ARTESIA BOULEVARD

TO GREENLEAF BOULEVARD

**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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5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** SANTA FE AVENUE  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 46 mph |
| <b>Time of Speed Survey</b>           | 3:07PM    | <b>50th Percentile Speed</b>  | 40 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 35-44 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 66%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 26910     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                |                      |          |
|---------------------------|------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Alondra Blvd |                      |          |
| <b>Marked X-Walks</b>     | atTraffic Signal                               |                      |          |
| <b>Sidewalks</b>          | Both sides                                     |                      |          |
| <b>On-Street Parking</b>  | Both sides                                     |                      |          |
| <b>Driveways</b>          | Both sides                                     |                      |          |
| <b>Lighting</b>           | Both sides                                     |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                     | <b>Width</b>         | 80 feet  |
| <b>Pedestrian Traffic</b> | Light                                          | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                           |                      |          |
| <b>Horizontal Curve</b>   | None                                           |                      |          |
| <b>Visibility</b>         | Good                                           |                      |          |
| <b>Roadway Conditions</b> | Fair                                           |                      |          |
| <b>Adjacent Land Use</b>  | Industrial                                     |                      |          |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 7                                   |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.48 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 40 mph                           |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** SANTA FE AVENUE  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 2:44PM    | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 76%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 33699     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                        |                      |          |
|---------------------------|--------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Cypress St, Laurel St            |                      |          |
| <b>Sidewalks</b>          | Both sides                                             |                      |          |
| <b>On-Street Parking</b>  | Both sides                                             |                      |          |
| <b>Driveways</b>          | Both sides                                             |                      |          |
| <b>Lighting</b>           | Both sides                                             |                      |          |
| <b>Segment Length</b>     | 0.50 miles                                             | <b>Width</b>         | 74 feet  |
| <b>Pedestrian Traffic</b> | Light                                                  | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                   |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                    |                      |          |
| <b>Visibility</b>         | Good                                                   |                      |          |
| <b>Roadway Conditions</b> | Fair                                                   |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial                                |                      |          |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 0                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM                          |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 54

**STREET** SANTA FE AVENUE  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 39 | mph |
| <b>Time of Speed Survey</b>           | 2:25PM    | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 78%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 26242     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                          |                      |          |      |
|---------------------------|----------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Palmer St, Rosecrans Ave |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Elm St                             |                      |          |      |
| <b>Sidewalks</b>          | Both sides                                               |                      |          |      |
| <b>On-Street Parking</b>  | Both sides                                               |                      |          |      |
| <b>Driveways</b>          | Both sides                                               |                      |          |      |
| <b>Lighting</b>           | Westside only                                            |                      |          |      |
| <b>Segment Length</b>     | 0.50 miles                                               | <b>Width</b>         | 80       | feet |
| <b>Pedestrian Traffic</b> | Light                                                    | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                                                     |                      |          |      |
| <b>Horizontal Curve</b>   | None                                                     |                      |          |      |
| <b>Visibility</b>         | Good                                                     |                      |          |      |
| <b>Roadway Conditions</b> | Fair                                                     |                      |          |      |
| <b>Adjacent Land Use</b>  | Residential                                              |                      |          |      |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 5                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.35 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM                          |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 55

**STREET** SANTA FE AVENUE  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** NORTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/19/2024 | <b>85th Percentile Speed</b>  | 39 mph |
| <b>Time of Speed Survey</b>           | 2:05PM    | <b>50th Percentile Speed</b>  | 34 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 mph |
| <b>10 mph Pace</b>                    | 28-37 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 79%       | <b>2010 ET Recommendation</b> | 40 mph |
| <b>Average Daily Traffic (ADT)</b>    | 19869     | <b>2016 ET Recommendation</b> | 40 mph |
| <b>Date of ADT</b>                    | 2/13/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                                                       |                      |          |
|---------------------------|-----------------------------------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, Tucker St, Pine St, El Segundo Blvd  |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal and Peck St, Santa Fe Village, Oaks St, Banning Ave |                      |          |
| <b>Sidewalks</b>          | Both sides                                                            |                      |          |
| <b>On-Street Parking</b>  | Both sides                                                            |                      |          |
| <b>Driveways</b>          | Both sides                                                            |                      |          |
| <b>Lighting</b>           | Both sides                                                            |                      |          |
| <b>Segment Length</b>     | 1.23 miles                                                            | <b>Width</b>         | 68 feet  |
| <b>Pedestrian Traffic</b> | Light                                                                 | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | None                                                                  |                      |          |
| <b>Horizontal Curve</b>   | Yes                                                                   |                      |          |
| <b>Visibility</b>         | Good                                                                  |                      |          |
| <b>Roadway Conditions</b> | Fair                                                                  |                      |          |
| <b>Adjacent Land Use</b>  | Residential, industrial                                               |                      |          |

**CRASH HISTORY**

|                                     |                                            |
|-------------------------------------|--------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                        |
| <b>Total Crashes</b>                | 5                                          |
| <b>Number of Lanes</b>              | 4 lanes with painted median and bike lanes |
| <b>Crash Rate</b>                   | 0.19 crashes/MVM                           |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 40 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 56

**STREET** VICTORIA STREET  
**FROM** WILMINGTON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** APRA STREET

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 39 | mph |
| <b>Time of Speed Survey</b>           | 9:36AM    | <b>50th Percentile Speed</b>  | 31 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 28-37     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 53%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 10923     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                  |       |                      |       |
|---------------------------|----------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Wilmington Ave |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                |       |                      |       |
| <b>Sidewalks</b>          | None                             |       |                      |       |
| <b>On-Street Parking</b>  | None                             |       |                      |       |
| <b>Driveways</b>          | Both sides                       |       |                      |       |
| <b>Lighting</b>           | Both sides                       |       |                      |       |
| <b>Segment Length</b>     | 0.24                             | miles | <b>Width</b>         | 64    |
| <b>Pedestrian Traffic</b> | Light                            |       | <b>Truck Traffic</b> | Heavy |
| <b>Vertical Curve</b>     | Yes                              |       |                      |       |
| <b>Horizontal Curve</b>   | None                             |       |                      |       |
| <b>Visibility</b>         | Good                             |       |                      |       |
| <b>Roadway Conditions</b> | Fair                             |       |                      |       |
| <b>Adjacent Land Use</b>  | Industrial                       |       |                      |       |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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

**STREET** VICTORIA STREET  
**FROM** APRA STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** SOUTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/26/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 9:00AM    | <b>50th Percentile Speed</b>  | 30 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 45 | mph |
| <b>10 mph Pace</b>                    | 23-32     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 55%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 8883      | <b>2016 ET Recommendation</b> | 45 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                |                      |       |
|---------------------------|----------------|----------------------|-------|
| <b>Traffic Control</b>    | None           |                      |       |
| <b>Marked X-Walks</b>     | None           |                      |       |
| <b>Sidewalks</b>          | None           |                      |       |
| <b>On-Street Parking</b>  | West side only |                      |       |
| <b>Driveways</b>          | Both sides     |                      |       |
| <b>Lighting</b>           | Both sides     |                      |       |
| <b>Segment Length</b>     | 0.44           | <b>Width</b>         | 64    |
| <b>Pedestrian Traffic</b> | Light          | <b>Truck Traffic</b> | Heavy |
| <b>Vertical Curve</b>     | Yes            |                      |       |
| <b>Horizontal Curve</b>   | Yes            |                      |       |
| <b>Visibility</b>         | Good           |                      |       |
| <b>Roadway Conditions</b> | Fair           |                      |       |
| <b>Adjacent Land Use</b>  | Industrial     |                      |       |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 2                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.47 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.77 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 40                        | mph |
| <b>Justification</b> | 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

**STREET** WALNUT STREET  
**FROM** WEST CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** WILMINGTON AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |        |
|---------------------------------------|-----------|-------------------------------|--------|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 36 mph |
| <b>Time of Speed Survey</b>           | 1:49PM    | <b>50th Percentile Speed</b>  | 28 mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 mph |
| <b>10 mph Pace</b>                    | 20-29 mph |                               |        |
| <b>Percentage of Vehicles in Pace</b> | 53%       | <b>2010 ET Recommendation</b> | 35 mph |
| <b>Average Daily Traffic (ADT)</b>    | 3839      | <b>2016 ET Recommendation</b> | 35 mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |        |

**ROADWAY CHARACTERISTICS**

|                           |                                               |                      |          |
|---------------------------|-----------------------------------------------|----------------------|----------|
| <b>Traffic Control</b>    | Traffic Signal at Central Ave, Wilmington Ave |                      |          |
| <b>Marked X-Walks</b>     | at Traffic Signal                             |                      |          |
| <b>Sidewalks</b>          | North side only                               |                      |          |
| <b>On-Street Parking</b>  | None                                          |                      |          |
| <b>Driveways</b>          | Both sides                                    |                      |          |
| <b>Lighting</b>           | Both sides                                    |                      |          |
| <b>Segment Length</b>     | 0.70 miles                                    | <b>Width</b>         | 62 feet  |
| <b>Pedestrian Traffic</b> | Light                                         | <b>Truck Traffic</b> | Moderate |
| <b>Vertical Curve</b>     | Yes                                           |                      |          |
| <b>Horizontal Curve</b>   | Yes                                           |                      |          |
| <b>Visibility</b>         | Good                                          |                      |          |
| <b>Roadway Conditions</b> | Fair                                          |                      |          |
| <b>Adjacent Land Use</b>  | Industrial                                    |                      |          |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 59

**STREET** WALNUT STREET  
**FROM** WILMINGTON AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** ACACIA AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/29/2024 | <b>85th Percentile Speed</b>  | 42 | mph |
| <b>Time of Speed Survey</b>           | 3:05PM    | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 31-40 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 53%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3675      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/25/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                  |                      |       |      |
|---------------------------|----------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Wilmington Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                |                      |       |      |
| <b>Sidewalks</b>          | Both sides                       |                      |       |      |
| <b>On-Street Parking</b>  | None                             |                      |       |      |
| <b>Driveways</b>          | Both sides                       |                      |       |      |
| <b>Lighting</b>           | Both sides                       |                      |       |      |
| <b>Segment Length</b>     | 0.64 miles                       | <b>Width</b>         | 64    | feet |
| <b>Pedestrian Traffic</b> | Light                            | <b>Truck Traffic</b> | Heavy |      |
| <b>Vertical Curve</b>     | Yes                              |                      |       |      |
| <b>Horizontal Curve</b>   | None                             |                      |       |      |
| <b>Visibility</b>         | Good                             |                      |       |      |
| <b>Roadway Conditions</b> | Fair                             |                      |       |      |
| <b>Adjacent Land Use</b>  | Industrial                       |                      |       |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 2                          |
| <b>Number of Lanes</b>              | 2 lanes with raised median |
| <b>Crash Rate</b>                   | 0.78 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM           |

**RECOMMENDATION**

|                      |                                            |
|----------------------|--------------------------------------------|
| <b>Speed Limit</b>   | 35 mph                                     |
| <b>Justification</b> | 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

Date

TE 2933

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 60

**STREET** WILLOWBROOK AVE (EAST)  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/30/2024 | <b>85th Percentile Speed</b>  | 40 | mph |
| <b>Time of Speed Survey</b>           | 9:00AM    | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 128       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 29-38     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 58%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 1910      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                |       |                      |       |
|---------------------------|------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Alondra Blvd |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                              |       |                      |       |
| <b>Sidewalks</b>          | East side only                                 |       |                      |       |
| <b>On-Street Parking</b>  | East side only                                 |       |                      |       |
| <b>Driveways</b>          | East side only                                 |       |                      |       |
| <b>Lighting</b>           | East side only                                 |       |                      |       |
| <b>Segment Length</b>     | 0.50                                           | miles | <b>Width</b>         | 36    |
| <b>Pedestrian Traffic</b> | Light                                          |       | <b>Truck Traffic</b> | Light |
| <b>Vertical Curve</b>     | None                                           |       |                      |       |
| <b>Horizontal Curve</b>   | None                                           |       |                      |       |
| <b>Visibility</b>         | Good                                           |       |                      |       |
| <b>Roadway Conditions</b> | Fair                                           |       |                      |       |
| <b>Adjacent Land Use</b>  | Residential                                    |       |                      |       |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |     |
|----------------------|----------------------------------|-----|
| <b>Speed Limit</b>   | 35                               | mph |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 61

**STREET** WILLOWBROOK AVE (EAST)  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** PALMER STREET

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/30/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 11:03AM   | <b>50th Percentile Speed</b>  | 31 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 27-36     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 66%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 2011      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                        |       |                      |       |
|---------------------------|--------------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                                      |       |                      |       |
| <b>Sidewalks</b>          | East side only                                         |       |                      |       |
| <b>On-Street Parking</b>  | East side only                                         |       |                      |       |
| <b>Driveways</b>          | East side only                                         |       |                      |       |
| <b>Lighting</b>           | East side only                                         |       |                      |       |
| <b>Segment Length</b>     | 0.50                                                   | miles | <b>Width</b>         | 36    |
| <b>Pedestrian Traffic</b> | Light                                                  |       | <b>Truck Traffic</b> | Light |
| <b>Vertical Curve</b>     | None                                                   |       |                      |       |
| <b>Horizontal Curve</b>   | None                                                   |       |                      |       |
| <b>Visibility</b>         | Good                                                   |       |                      |       |
| <b>Roadway Conditions</b> | Fair                                                   |       |                      |       |
| <b>Adjacent Land Use</b>  | Commercial, residential                                |       |                      |       |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 35                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

**STREET** WILLOWBROOK AVE (EAST)  
**FROM** 500' SOUTH OF ELM STREET

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/30/2024 | <b>85th Percentile Speed</b>  | 36 | mph |
| <b>Time of Speed Survey</b>           | 12:42PM   | <b>50th Percentile Speed</b>  | 30 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 26-35 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 70%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3225      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                               |                      |       |      |
|---------------------------|-----------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Rosecrans Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Elm St                  |                      |       |      |
| <b>Sidewalks</b>          | East side only                                |                      |       |      |
| <b>On-Street Parking</b>  | East side only                                |                      |       |      |
| <b>Driveways</b>          | East side only                                |                      |       |      |
| <b>Lighting</b>           | East side only                                |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                    | <b>Width</b>         | 40    | feet |
| <b>Pedestrian Traffic</b> | Light                                         | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                          |                      |       |      |
| <b>Horizontal Curve</b>   | Yes                                           |                      |       |      |
| <b>Visibility</b>         | Good                                          |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                          |                      |       |      |
| <b>Adjacent Land Use</b>  | Commercial, residential                       |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 30 mph                           |
| <b>Justification</b> | 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

Date

TE 2933

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 63

**STREET** WILLOWBROOK AVE (WEST)  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/24/2024 | <b>85th Percentile Speed</b>  | 36 | mph |
| <b>Time of Speed Survey</b>           | 1:37PM    | <b>50th Percentile Speed</b>  | 30 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 30 | mph |
| <b>10 mph Pace</b>                    | 27-36 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 59%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 3316      | <b>2016 ET Recommendation</b> | 30 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                |                      |       |      |
|---------------------------|------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Alondra Blvd |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                              |                      |       |      |
| <b>Sidewalks</b>          | Westside only                                  |                      |       |      |
| <b>On-Street Parking</b>  | West side only                                 |                      |       |      |
| <b>Driveways</b>          | Westside only                                  |                      |       |      |
| <b>Lighting</b>           | Westside only                                  |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                     | <b>Width</b>         | 26    | feet |
| <b>Pedestrian Traffic</b> | Light                                          | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                           |                      |       |      |
| <b>Horizontal Curve</b>   | None                                           |                      |       |      |
| <b>Visibility</b>         | Good                                           |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                           |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                    |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 0                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                  |
|----------------------|------------------|
| <b>Speed Limit</b>   | 30 mph           |
| <b>Justification</b> | 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

Date

TE 2933

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 64

**STREET** WILLOWBROOKAVE (WEST)  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/24/2024 | <b>85th Percentile Speed</b>  | 36 | mph |
| <b>Time of Speed Survey</b>           | 2:54PM    | <b>50th Percentile Speed</b>  | 31 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 26-35 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 76%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 4763      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                        |                      |       |      |
|---------------------------|--------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Myrrh St, Compton Blvd |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                      |                      |       |      |
| <b>Sidewalks</b>          | Westside only                                          |                      |       |      |
| <b>On-Street Parking</b>  | West side only                                         |                      |       |      |
| <b>Driveways</b>          | Westside only                                          |                      |       |      |
| <b>Lighting</b>           | Westside only                                          |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                             | <b>Width</b>         | 32    | feet |
| <b>Pedestrian Traffic</b> | Light                                                  | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                   |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                   |                      |       |      |
| <b>Visibility</b>         | Good                                                   |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                                   |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential, Civic Center                              |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 1                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 0.38 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                                            |
|----------------------|--------------------------------------------|
| <b>Speed Limit</b>   | 30 mph                                     |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 65

**STREET** WILLOWBROOKAVE (WEST)  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/30/2024 | <b>85th Percentile Speed</b>  | 31 | mph |
| <b>Time of Speed Survey</b>           | 1:57PM    | <b>50th Percentile Speed</b>  | 26 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 22-31 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 72%       | <b>2010 ET Recommendation</b> | 30 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 4962      | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                               |                      |       |      |
|---------------------------|-----------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Rosecrans Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal and Elm St                  |                      |       |      |
| <b>Sidewalks</b>          | Westside only                                 |                      |       |      |
| <b>On-Street Parking</b>  | West side only                                |                      |       |      |
| <b>Driveways</b>          | Westside only                                 |                      |       |      |
| <b>Lighting</b>           | Westside only                                 |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                    | <b>Width</b>         | 26    | feet |
| <b>Pedestrian Traffic</b> | Light                                         | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                          |                      |       |      |
| <b>Horizontal Curve</b>   | Yes                                           |                      |       |      |
| <b>Visibility</b>         | Good                                          |                      |       |      |
| <b>Roadway Conditions</b> | Fair                                          |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                   |                      |       |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 3                   |
| <b>Number of Lanes</b>              | 2 lanes             |
| <b>Crash Rate</b>                   | 1.10 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 1.07 crashes/MVM    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 30 mph                    |
| <b>Justification</b> | 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

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 66

**STREET** WILMINGTON AVENUE  
**FROM** SOUTH CITY LIMIT

**CERTIFICATION DATE** 5/29/2024  
**TO** GREENLEAF BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 38 | mph |
| <b>Time of Speed Survey</b>           | 3:13PM    | <b>50th Percentile Speed</b>  | 34 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 28-37     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 79%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 34786     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                                                                |       |                      |       |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Victoria St, 2121 Wilmington Ave, Artesia Blvd (E),<br>Artesia Blvd (W), Walnut St, Carob St, Greenleaf Blvd |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal                                                                                                              |       |                      |       |
| <b>Sidewalks</b>          | None                                                                                                                           |       |                      |       |
| <b>On-Street Parking</b>  | None                                                                                                                           |       |                      |       |
| <b>Driveways</b>          | Both sides                                                                                                                     |       |                      |       |
| <b>Lighting</b>           | Both sides                                                                                                                     |       |                      |       |
| <b>Segment Length</b>     | 0.88                                                                                                                           | miles | <b>Width</b>         | 84    |
| <b>Pedestrian Traffic</b> | Light                                                                                                                          |       | <b>Truck Traffic</b> | Heavy |
| <b>Vertical Curve</b>     | Yes                                                                                                                            |       |                      |       |
| <b>Horizontal Curve</b>   | None                                                                                                                           |       |                      |       |
| <b>Visibility</b>         | Fair                                                                                                                           |       |                      |       |
| <b>Roadway Conditions</b> | Good                                                                                                                           |       |                      |       |
| <b>Adjacent Land Use</b>  | Industrial                                                                                                                     |       |                      |       |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 7                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.21 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 35                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 67

**STREET** WILMINGTON AVENUE  
**FROM** GREENLEAF BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ALONDRA BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 40 | mph |
| <b>Time of Speed Survey</b>           | 2:50PM    | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 30-39 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 72%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 22089     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                             |                      |          |      |
|---------------------------|-------------------------------------------------------------|----------------------|----------|------|
| <b>Traffic Control</b>    | Traffic Signal at Greenleaf Blvd, Caldwell St, Alondra Blvd |                      |          |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                           |                      |          |      |
| <b>Sidewalks</b>          | East side only                                              |                      |          |      |
| <b>On-Street Parking</b>  | None                                                        |                      |          |      |
| <b>Driveways</b>          | Both sides                                                  |                      |          |      |
| <b>Lighting</b>           | Both sides                                                  |                      |          |      |
| <b>Segment Length</b>     | 0.50 miles                                                  | <b>Width</b>         | 54       | feet |
| <b>Pedestrian Traffic</b> | Light                                                       | <b>Truck Traffic</b> | Moderate |      |
| <b>Vertical Curve</b>     | None                                                        |                      |          |      |
| <b>Horizontal Curve</b>   | None                                                        |                      |          |      |
| <b>Visibility</b>         | Fair                                                        |                      |          |      |
| <b>Roadway Conditions</b> | Good                                                        |                      |          |      |
| <b>Adjacent Land Use</b>  | Residential                                                 |                      |          |      |

**CRASH HISTORY**

|                                     |                     |
|-------------------------------------|---------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020 |
| <b>Total Crashes</b>                | 3                   |
| <b>Number of Lanes</b>              | 4 lanes             |
| <b>Crash Rate</b>                   | 0.25 crashes/MVM    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM    |

**RECOMMENDATION**

|                      |                                  |
|----------------------|----------------------------------|
| <b>Speed Limit</b>   | 35 mph                           |
| <b>Justification</b> | 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

Date

TE 2933

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 68

**STREET** WILMINGTON AVENUE  
**FROM** ALONDRA BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** COMPTON BOULEVARD

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 39 | mph |
| <b>Time of Speed Survey</b>           | 2:27PM    | <b>50th Percentile Speed</b>  | 35 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 40 | mph |
| <b>10 mph Pace</b>                    | 31-40 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 79%       | <b>2010 ET Recommendation</b> | 40 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 20419     | <b>2016 ET Recommendation</b> | 40 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                         |                      |       |      |
|---------------------------|---------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Alondra Blvd, Laurel St, Compton Blvd |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                       |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                              |                      |       |      |
| <b>On-Street Parking</b>  | None                                                    |                      |       |      |
| <b>Driveways</b>          | Both sides                                              |                      |       |      |
| <b>Lighting</b>           | Both sides                                              |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                              | <b>Width</b>         | 74    | feet |
| <b>Pedestrian Traffic</b> | Light                                                   | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                    |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                    |                      |       |      |
| <b>Visibility</b>         | Fair                                                    |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                    |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential, airport                                    |                      |       |      |

**CRASH HISTORY**

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                 |
| <b>Total Crashes</b>                | 3                                   |
| <b>Number of Lanes</b>              | 4 lanes with two-way left-turn lane |
| <b>Crash Rate</b>                   | 0.27 crashes/MVM                    |
| <b>Statewide Average Crash Rate</b> | 0.66 crashes/MVM                    |

**RECOMMENDATION**

|                      |                           |
|----------------------|---------------------------|
| <b>Speed Limit</b>   | 35 mph                    |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 69

**STREET** WILMINGTON AVENUE  
**FROM** COMPTON BOULEVARD

**CERTIFICATION DATE** 5/29/2024  
**TO** ROSECRANS AVENUE

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 41 | mph |
| <b>Time of Speed Survey</b>           | 2:10PM    | <b>50th Percentile Speed</b>  | 34 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 29-38 mph |                               |    |     |
| <b>Percentage of Vehicles in Pace</b> | 75%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 21723     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                          |                      |       |      |
|---------------------------|----------------------------------------------------------|----------------------|-------|------|
| <b>Traffic Control</b>    | Traffic Signal at Compton Blvd, Poplar St, Rosecrans Ave |                      |       |      |
| <b>Marked X-Walks</b>     | at Traffic Signal                                        |                      |       |      |
| <b>Sidewalks</b>          | Both sides                                               |                      |       |      |
| <b>On-Street Parking</b>  | West side only                                           |                      |       |      |
| <b>Driveways</b>          | Both sides                                               |                      |       |      |
| <b>Lighting</b>           | Both sides                                               |                      |       |      |
| <b>Segment Length</b>     | 0.50 miles                                               | <b>Width</b>         | 84    | feet |
| <b>Pedestrian Traffic</b> | Light                                                    | <b>Truck Traffic</b> | Light |      |
| <b>Vertical Curve</b>     | None                                                     |                      |       |      |
| <b>Horizontal Curve</b>   | None                                                     |                      |       |      |
| <b>Visibility</b>         | Fair                                                     |                      |       |      |
| <b>Roadway Conditions</b> | Good                                                     |                      |       |      |
| <b>Adjacent Land Use</b>  | Residential                                              |                      |       |      |

**CRASH HISTORY**

|                                     |                            |
|-------------------------------------|----------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020        |
| <b>Total Crashes</b>                | 0                          |
| <b>Number of Lanes</b>              | 4 lanes with raised median |
| <b>Crash Rate</b>                   | 0.00 crashes/MVM           |
| <b>Statewide Average Crash Rate</b> | 0.64 crashes/MVM           |

**RECOMMENDATION**

|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| <b>Speed Limit</b>   | 35 mph                                                       |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

Date

State Registration Number

## 2024 ENGINEERING AND TRAFFIC SURVEY

Segment 70

**STREET** WILMINGTON AVENUE  
**FROM** ROSECRANS AVENUE

**CERTIFICATION DATE** 5/29/2024  
**TO** NORTH CITY LIMIT

**OPERATING CHARACTERISTICS**

|                                       |           |                               |    |     |
|---------------------------------------|-----------|-------------------------------|----|-----|
| <b>Date of Speed Survey</b>           | 1/23/2024 | <b>85th Percentile Speed</b>  | 37 | mph |
| <b>Time of Speed Survey</b>           | 1:51PM    | <b>50th Percentile Speed</b>  | 33 | mph |
| <b>Number of Survey Samples</b>       | 200       | <b>Posted Speed Limit</b>     | 35 | mph |
| <b>10 mph Pace</b>                    | 27-36     |                               |    | mph |
| <b>Percentage of Vehicles in Pace</b> | 83%       | <b>2010 ET Recommendation</b> | 35 | mph |
| <b>Average Daily Traffic (ADT)</b>    | 20903     | <b>2016 ET Recommendation</b> | 35 | mph |
| <b>Date of ADT</b>                    | 1/30/2024 |                               |    |     |

**ROADWAY CHARACTERISTICS**

|                           |                                                                                    |       |                      |       |
|---------------------------|------------------------------------------------------------------------------------|-------|----------------------|-------|
| <b>Traffic Control</b>    | Traffic Signal at Rosecrans Ave, 139th St, Stockwell St, 131st St, El Segundo Blvd |       |                      |       |
| <b>Marked X-Walks</b>     | at Traffic Signal and 133rd St                                                     |       |                      |       |
| <b>Sidewalks</b>          | Both sides                                                                         |       |                      |       |
| <b>On-Street Parking</b>  | Both sides                                                                         |       |                      |       |
| <b>Driveways</b>          | Both sides                                                                         |       |                      |       |
| <b>Lighting</b>           | Both sides                                                                         |       |                      |       |
| <b>Segment Length</b>     | 1.00                                                                               | miles | <b>Width</b>         | 80    |
| <b>Pedestrian Traffic</b> | Light                                                                              |       | <b>Truck Traffic</b> | Light |
| <b>Vertical Curve</b>     | None                                                                               |       |                      |       |
| <b>Horizontal Curve</b>   | Yes                                                                                |       |                      |       |
| <b>Visibility</b>         | Fair                                                                               |       |                      |       |
| <b>Roadway Conditions</b> | Good                                                                               |       |                      |       |
| <b>Adjacent Land Use</b>  | Residential                                                                        |       |                      |       |

**CRASH HISTORY**

|                                     |                                           |
|-------------------------------------|-------------------------------------------|
| <b>Date Range</b>                   | 1/1/2018-12/31/2020                       |
| <b>Total Crashes</b>                | 1                                         |
| <b>Number of Lanes</b>              | 4 lanes with raised median and bike lanes |
| <b>Crash Rate</b>                   | 0.04 crashes/MVM                          |
| <b>Statewide Average Crash Rate</b> | .64 crashes/MVM                           |

**RECOMMENDATION**

|                      |                           |     |
|----------------------|---------------------------|-----|
| <b>Speed Limit</b>   | 35                        | mph |
| <b>Justification</b> | 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).



5/29/2024

TE 2933

Nicolle Spann

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |    |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | NB                | SB |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1  |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 0  |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1  |
| 45             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 3  |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1  |
| 43             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 4  |
| 42             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 4  |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3                 | 2  |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4                 | 4  |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 4                 | 6  |
| 38             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 3                 | 7  |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 5                 | 6  |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 9                 | 7  |
| 35             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 7                 | 3  |
| 34             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 5                 | 4  |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 6                 | 6  |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 7                 | 6  |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 7                 | 5  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 7                 | 7  |
| 29             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 5                 | 4  |
| 28             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4                 | 3  |
| 27             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2  |
| 26             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2  |
| 25             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 4                 | 3  |
| 24             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1  |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 22             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2  |
| 21             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1  |
| 20             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 0  |
| 19             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2  |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0  |
| 15             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0  |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100               | 97 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 197               |    |

LIMITS (BTN): AUTO DR AND GREENLEAF BLVD

OBSERVATION POINT: NORTH OF EAZY ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | TOTAL |     |          |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|-------|-----|----------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | NB    | SB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 2   | 2        |     |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 1   | 1        |     |
| 49             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 2   | 3        |     |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 1   | 1        |     |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 2   | 2        |     |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 1   | 2        |     |
| 45             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 2   | 4        |     |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 1   | 1        |     |
| 43             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 3   | 4        |     |
| 42             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 5   | 8        |     |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 2   | 4        |     |
| 40             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 1   | 4        |     |
| 39             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 7   | 9        |     |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 1   | 4        |     |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 8     | 10  | 18       |     |
| 36             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 6   | 9        |     |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 7     | 10  | 17       |     |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 6     | 9   | 15       |     |
| 33             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 6   | 9        |     |
| 32             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  |  | 9     | 2   | 11       |     |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 7   | 9        |     |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 5     | 2   | 7        |     |
| 29             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 6     | 4   | 10       |     |
| 28             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 7     | 0   | 7        |     |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 3   | 7        |     |
| 26             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 1   | 4        |     |
| 25             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 2   | 5        |     |
| 24             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 0   | 4        |     |
| 23             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 0   | 2        |     |
| 22             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 3   | 6        |     |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 1   | 1        |     |
| 20             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 2   | 3        |     |
| 19             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 0   | 2        |     |
| 18             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 0   | 1        |     |
| 17             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY CLOUD

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 52             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 1   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 1   |
| 44             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 0   |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 2   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 1   |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 2   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |  |  |  |  |  | 1                 | 6   |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 2                 | 8   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  | 3                 | 10  |
| 36             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 5                 | 3   |
| 35             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 3                 | 6   |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 2                 | 9   |
| 33             | X                       | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 7                 | 11  |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 10                | 7   |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 10                | 4   |
| 30             | X                       | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  | 7                 | 7   |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 5                 | 3   |
| 28             | X                       | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 10                | 2   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 5                 | 3   |
| 26             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 6                 | 2   |
| 25             | X                       | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 4                 | 6   |
| 24             | X                       | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 7                 | 1   |
| 23             | X                       | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 3                 | 2   |
| 22             | X                       | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 3                 | 1   |
| 21             | X                       | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 2   |
| 20             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 18             | X                       |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF ELM ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------------------|-----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | NB                | SB  |     |
| 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   | 2   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 0   | 3   |
| 49             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   | 2   |
| 48             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 2   | 3   |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   | 2   |
| 46             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 0   | 4   |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   | 2   |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 1                 | 4   | 5   |
| 43             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 2                 | 6   | 8   |
| 42             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 1                 | 6   | 7   |
| 41             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 4                 | 4   | 8   |
| 40             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 3                 | 7   | 10  |
| 39             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 6                 | 5   | 11  |
| 38             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 5                 | 7   | 12  |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 8                 | 3   | 11  |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 8                 | 5   | 13  |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 7                 | 7   | 14  |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 6                 | 3   | 9   |
| 33             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 5                 | 5   | 10  |
| 32             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 7                 | 2   | 9   |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 2                 | 5   | 7   |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 5                 | 3   | 8   |
| 29             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 3                 | 6   | 9   |
| 28             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 2   | 4   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 2                 | 5   | 7   |
| 26             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 2   | 3   |
| 25             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 0   | 2   |
| 24             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   | 1   |
| 23             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 0   | 2   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 21             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 0   | 2   |
| 20             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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

DATE: 01/25/24 DAY: Thursday TIME PERIOD: 12:27PM TO 12:43PM

[illegible]

**LIMITS (BTN):** SOUTH CITY LIMIT AND GREENLEAF BLVD

OBSERVATION POINT: NORTH OF EAZY ST

|                            |        |                  |        |
|----------------------------|--------|------------------|--------|
| <b>POSTED SPEED LIMIT:</b> | 40 MPH | <b>OBSERVER:</b> | CARLOS |
|----------------------------|--------|------------------|--------|

|                            |        |                  |        |
|----------------------------|--------|------------------|--------|
| <b>POSTED SPEED LIMIT:</b> | 40 MPH | <b>OBSERVER:</b> | CARLOS |
|----------------------------|--------|------------------|--------|

|           |          |             |
|-----------|----------|-------------|
| COMMENTS: | WEATHER: | PARTLY CLOU |
|-----------|----------|-------------|

|           |          |             |
|-----------|----------|-------------|
| COMMENTS: | WEATHER: | PARTLY CLOU |
|-----------|----------|-------------|

|               |     |
|---------------|-----|
| ROAD SURFACE: | DRY |
|---------------|-----|

|                 |      |
|-----------------|------|
| ROAD CONDITION: | FAIR |
|-----------------|------|

|                                |       |
|--------------------------------|-------|
| <b>DATA COLLECTION METHOD:</b> | RADAR |
|--------------------------------|-------|

|                                | NORTHBOUND     | SOUTHBOUND     | NORTHBOUND+SOUTHBOUND |               |
|--------------------------------|----------------|----------------|-----------------------|---------------|
| <b>85TH %:</b>                 | <b>38</b>      | <b>39</b>      | <b>39</b>             | <b>M.P.H.</b> |
| <b>50TH %:</b>                 | <b>34</b>      | <b>36</b>      | <b>35</b>             | <b>M.P.H.</b> |
| <b>15TH %:</b>                 | <b>29</b>      | <b>31</b>      | <b>30</b>             | <b>M.P.H.</b> |
| <b>10 MPH PACE:</b>            | <b>30 - 39</b> | <b>31 - 40</b> | <b>30 - 39</b>        | <b>M.P.H.</b> |
| <b>% IN PACE:</b>              | <b>77%</b>     | <b>85%</b>     | <b>81%</b>            |               |
| <b>% OVER PACE:</b>            | <b>8%</b>      | <b>3%</b>      | <b>9%</b>             |               |
| <b>% UNDER PACE:</b>           | <b>15%</b>     | <b>12%</b>     | <b>10%</b>            |               |
| <b>ARITHMETIC MEAN:</b>        | <b>34</b>      | <b>35</b>      | <b>35</b>             | <b>M.P.H.</b> |
| <b>SAMPLE VARIANCE:</b>        | <b>17</b>      | <b>12</b>      | <b>15</b>             |               |
| <b>STANDARD DEVIATION:</b>     | <b>4</b>       | <b>3</b>       | <b>4</b>              | <b>M.P.H.</b> |
| <b>VARIANCE OF THE MEAN:</b>   | <b>0.17</b>    | <b>0.12</b>    | <b>0.08</b>           |               |
| <b>STD. ERROR OF THE MEAN:</b> | <b>0.41</b>    | <b>0.35</b>    | <b>0.27</b>           | <b>M.P.H.</b> |

## CITY OF COMPTON

DATE: 01/25/24 DAY: Thursday TIME PERIOD: 12:06PM TO 12:22PM

## FOR ROADWAY: WEST ALAMEDA STREET

| SPEED<br>(MPH) | TOTAL VEHICLES SURVEYED         |  |  | TOTAL       |
|----------------|---------------------------------|--|--|-------------|
|                | NORTHBOUND+SOUTHBOUND           |  |  | 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             | X X                             |  |  | 0 2 2       |
| 48             |                                 |  |  | 0 0 0       |
| 47             | X X                             |  |  | 2 0 2       |
| 46             | X X                             |  |  | 1 1 2       |
| 45             | X X X X X                       |  |  | 3 2 5       |
| 44             | X                               |  |  | 1 0 1       |
| 43             | X X X X X X X X                 |  |  | 5 3 8       |
| 42             | X X X X X X X                   |  |  | 5 2 7       |
| 41             | X X X X X X X X X               |  |  | 6 3 9       |
| 40             | X X X X X X X X X X X X X       |  |  | 8 6 14      |
| 39             | X X X X X X X X X X X X X       |  |  | 9 5 14      |
| 38             | X X X X X X X X X X X X X       |  |  | 8 6 14      |
| 37             | X X X X X X X X X X X X X X X X |  |  | 10 8 18     |
| 36             | X X X X X X X X X X X X X       |  |  | 6 8 14      |
| 35             | X X X X X X X X X X X X X       |  |  | 2 12 14     |
| 34             | X X X X X X X X X X X X X       |  |  | 6 7 13      |
| 33             | X X X X X X X X X X X X X X X X |  |  | 8 10 18     |
| 32             | X X X X X X X X X X X X         |  |  | 4 7 11      |
| 31             | X X X X X X X X                 |  |  | 4 4 8       |
| 30             | X X X X X X X                   |  |  | 2 4 6       |
| 29             | X X X X X X X                   |  |  | 1 6 7       |
| 28             | X X X X X                       |  |  | 4 1 5       |
| 27             | X X X X                         |  |  | 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

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY CLOUD

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 44             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 1   |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 42             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 0   |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 1   |
| 39             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 6                 | 0   |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6                 | 2   |
| 37             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 1                 | 4   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 4                 | 12  |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 5                 | 8   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 4                 | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 9                 | 9   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 6                 | 6   |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 5                 | 6   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 11                | 12  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 3                 | 8   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 10                | 7   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 4   |
| 26             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 7                 | 0   |
| 25             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 24             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 2                 | 3   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF INDIGO ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 4   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 2   |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 0                 | 8   |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 1                 | 4   |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 1                 | 9   |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 4                 | 4   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 4                 | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 3                 | 11  |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 3                 | 9   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 8                 | 8   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 11                | 6   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 7                 | 3   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 10                | 6   |
| 30             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 8                 | 3   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 13                | 4   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 12                | 3   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 7                 | 0   |
| 26             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 1   |
| 25             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF CEDAR ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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

FOR ROADWAY: WEST ALAMEDA STREET

FOR ROADWAY: WEST ALAMEDA STREET

| SPEED<br>(MPH) | TOTAL VEHICLES SURVEYED |   | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|-------------------|-----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |                   |     |     |
| 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             | X                       | X | 1                 | 1   | 2   |
| 58             | X                       |   | 1                 | 0   | 1   |
| 57             |                         |   | 0                 | 0   | 0   |
| 56             | X                       | X | 1                 | 1   | 2   |
| 55             |                         |   | 0                 | 0   | 0   |
| 54             | X                       | X | 2                 | 1   | 3   |
| 53             | X                       | X | 1                 | 1   | 2   |
| 52             | X                       | X | 1                 | 2   | 3   |
| 51             | X                       |   | 1                 | 0   | 1   |
| 50             | X                       | X | 3                 | 0   | 3   |
| 49             | X                       | X | 5                 | 3   | 8   |
| 48             | X                       | X | 1                 | 5   | 6   |
| 47             | X                       | X | 3                 | 4   | 7   |
| 46             | X                       | X | 2                 | 3   | 5   |
| 45             | X                       | X | 2                 | 8   | 10  |
| 44             | X                       | X | 5                 | 15  | 20  |
| 43             | X                       | X | 9                 | 6   | 15  |
| 42             | X                       | X | 5                 | 8   | 13  |
| 41             | X                       | X | 10                | 6   | 16  |
| 40             | X                       | X | 8                 | 5   | 13  |
| 39             | X                       | X | 7                 | 6   | 13  |
| 38             | X                       | X | 4                 | 2   | 6   |
| 37             | X                       | X | 8                 | 7   | 15  |
| 36             | X                       | X | 2                 | 5   | 7   |
| 35             | X                       | X | 4                 | 0   | 4   |
| 34             | X                       | X | 3                 | 1   | 4   |
| 33             | X                       | X | 0                 | 2   | 2   |
| 32             |                         |   | 0                 | 0   | 0   |
| 31             | X                       | X | 6                 | 3   | 9   |
| 30             | X                       | X | 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                             | OBSERVER:               | CARLOS      |
| COMMENTS:           |  |                                    | 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. |

**LIMITS (BTN):** ROSECRANS AVE AND NORTH CITY LIMIT

**OBSERVATION POINT:** 1503 W. ALAMEDA ST

**POSTED SPEED LIMIT:** 45 MPH      **OBSERVER:** CARLOS

|           |          |               |
|-----------|----------|---------------|
| COMMENTS: | WEATHER: | PARTLY CLOUDY |
|-----------|----------|---------------|

**POSTED SPEED LIMIT:** 45 MPH      **OBSERVER:** CARLOS

|           |          |               |
|-----------|----------|---------------|
| COMMENTS: | WEATHER: | PARTLY CLOUDY |
|-----------|----------|---------------|

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

|                         |       |
|-------------------------|-------|
| DATA COLLECTION METHOD: | RADAR |
|-------------------------|-------|

|                                | NORTHBOUND | SOUTHBOUND | NORTHBOUND+SOUTHBOUND |               |
|--------------------------------|------------|------------|-----------------------|---------------|
| <b>85TH %:</b>                 | <b>49</b>  | <b>47</b>  | <b>48</b>             | <b>M.P.H.</b> |
| <b>50TH %:</b>                 | 41         | 43         | 42                    | M.P.H.        |
| <b>15TH %:</b>                 | 35         | 36         | 36                    | M.P.H.        |
| <b>10 MPH PACE:</b>            | 35 - 44    | 36 - 45    | 36 - 45               | M.P.H.        |
| <b>% IN PACE:</b>              | 62%        | 68%        | 64%                   |               |
| <b>% OVER PACE:</b>            | 25%        | 22%        | 23%                   |               |
| <b>% UNDER PACE:</b>           | 13%        | 10%        | 14%                   |               |
| <b>ARITHMETIC MEAN:</b>        | 42         | 42         | 42                    | M.P.H.        |
| <b>SAMPLE VARIANCE:</b>        | 46         | 37         | 41                    |               |
| <b>STANDARD DEVIATION:</b>     | 7          | 6          | 6                     | M.P.H.        |
| <b>VARIANCE OF THE MEAN:</b>   | 0.46       | 0.37       | 0.21                  |               |
| <b>STD. ERROR OF THE MEAN:</b> | 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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 1   | 2        |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 2   | 2        |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 0   | 0        |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 0   | 2        |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 1   | 1        |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 2   | 2        |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 1   | 3        |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 3   | 4        |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 5     | 2   | 7        |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 5   | 7        |
| 39             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 6     | 4   | 10       |
| 38             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 8     | 5   | 13       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 9     | 7   | 16       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 7     | 10  | 17       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 4     | 11  | 15       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 9     | 12  | 21       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 3     | 7   | 10       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 5     | 6   | 11       |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 15    | 4   | 19       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 6     | 10  | 16       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 10    | 6   | 16       |
| 28             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB                | WB  |     |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 61             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   | 1   |
| 60             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 0   | 2   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 56             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   | 1   |
| 55             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 54             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 3   | 3   |
| 53             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   | 1   |
| 52             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 0   | 2   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 50             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 1   | 6   |
| 49             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   | 1   |
| 46             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 0   | 3   |
| 45             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 1                 | 4   | 5   |
| 44             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 2   | 7   |
| 43             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 3                 | 6   | 9   |
| 42             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10                | 7   | 17  |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 3   | 8   |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 9                 | 6   | 15  |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 4                 | 8   | 12  |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 9                 | 7   | 16  |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 5   | 13  |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 7   | 15  |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 4                 | 8   | 12  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 4                 | 10  | 14  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 6   | 13  |
| 32             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 3   | 3   |
| 31             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 2   | 4   |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3                 | 4   | 7   |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 0                 | 6   | 6   |
| 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 56             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 55             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 54             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 53             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 51             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 0   |
| 49             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 1   |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   |
| 47             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 4   |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   |
| 45             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 4                 | 2   |
| 44             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 7                 | 2   |
| 43             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 5                 | 3   |
| 42             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 2                 | 10  |
| 41             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 5                 | 8   |
| 40             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 7                 | 6   |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 8                 | 4   |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 11                | 7   |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 10                | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 6                 | 7   |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 3                 | 8   |
| 34             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 6                 | 3   |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 3                 | 8   |
| 32             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 2   |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 6   |
| 30             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 1   |
| 29             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 2   |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 1   |
| 27             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 200               |     |

LIMITS (BTN): WILMINGTON AVE AND ALAMEDA ST

OBSERVATION POINT: 616 ALONDRA BLVD

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED           |         | TOTAL<br>VEHICLES |
|----------------|-----------------------------------|---------|-------------------|
|                | EASTBOUND+WESTBOUND               |         |                   |
| 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             | X X                               | 1 1     | 2                 |
| 49             | X X                               | 1 1     | 2                 |
| 48             | X                                 | 1 0     | 1                 |
| 47             |                                   | 0 0     | 0                 |
| 46             |                                   | 0 0     | 0                 |
| 45             |                                   | 0 0     | 0                 |
| 44             | X X X                             | 2 1     | 3                 |
| 43             | X X X X                           | 2 2     | 4                 |
| 42             | X X X                             | 3 0     | 3                 |
| 41             | X X X                             | 1 2     | 3                 |
| 40             | X X X X X X X X X X X             | 5 6     | 11                |
| 39             | X X X X X X X X                   | 4 4     | 8                 |
| 38             | X X X X X X X X X                 | 5 4     | 9                 |
| 37             | X X X X X X X X X X X             | 9 3     | 12                |
| 36             | X X X X X X X X X X X             | 6 6     | 12                |
| 35             | X X X X X X X X X X X X X         | 6 10    | 16                |
| 34             | X X X X X X X X X X X X X X       | 9 10    | 19                |
| 33             | X X X X X X X X X X X X X X       | 12 5    | 17                |
| 32             | X X X X X X X X X X X X X X X     | 8 11    | 19                |
| 31             | X X X X X X X X X X X X X X X X X | 10 13   | 23                |
| 30             | X X X X X X X X X X X X X X X X   | 8 12    | 20                |
| 29             | X X X X X X X X X                 | 2 7     | 9                 |
| 28             | X X X X                           | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 52             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2   |
| 49             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 0   |
| 43             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 4   |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 3   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 3   |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 2                 | 3   |
| 39             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 3                 | 5   |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 2   |
| 37             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 5                 | 3   |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 11                | 1   |
| 35             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 2   |
| 34             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 4                 | 6   |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 5                 | 5   |
| 32             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 4                 | 5   |
| 31             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 4                 | 2   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 8                 | 8   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 6                 | 7   |
| 28             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 3                 | 6   |
| 27             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 4                 | 3   |
| 26             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 6                 | 6   |
| 25             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 5                 | 4   |
| 24             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 5                 | 1   |
| 23             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 5   |
| 22             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 1   |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 20             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 2   |
| 19             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 3   |
| 18             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2   |
| 17             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 16             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 15             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 200               |     |

LIMITS (BTN): VICTORIA ST AND ACACIA AVE

OBSERVATION POINT: 350 APRA ST

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | TOTAL<br>VEHICLES |    |
|----------------|-------------------------|---|---|---|---|---|---|--|--|--|--|--|--|--|--|--|-------------------|----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | EB                | WB |
| 65             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 64             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 63             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 62             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 61             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 60             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 59             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 58             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 57             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 56             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 55             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 54             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 53             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 52             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 51             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 50             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 49             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 48             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 47             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 46             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 6                 | 0  |
| 45             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 4                 | 0  |
| 44             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 5                 | 0  |
| 43             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 42             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 3                 | 0  |
| 41             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 3                 | 0  |
| 40             | X                       | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 7                 | 0  |
| 39             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 4                 | 0  |
| 38             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 37             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 5                 | 0  |
| 36             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 6                 | 0  |
| 35             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 4                 | 0  |
| 34             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 5                 | 0  |
| 33             | X                       | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 8                 | 0  |
| 32             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 6                 | 0  |
| 31             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 3                 | 0  |
| 30             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 29             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 28             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 4                 | 0  |
| 27             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 3                 | 0  |
| 26             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 25             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 2                 | 0  |
| 24             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 23             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 22             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 21             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 20             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 1                 | 0  |
| 19             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 18             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 17             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 16             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
| 15             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0  |
|                |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 100               | 0  |
|                |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 100               |    |

LIMITS (BTN): CENTRAL AVE AND ACACIA AVE

OBSERVATION POINT: 660 ARTESIA BLVD

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|--|--|--|--|--|--|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 62             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 61             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 60             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 59             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 58             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 54             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 53             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 52             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 51             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 50             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 49             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 48             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 47             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 3   |
| 46             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 45             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 44             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 43             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 0                 | 6   |
| 42             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 0                 | 5   |
| 41             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 4   |
| 40             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 0                 | 6   |
| 39             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 4   |
| 38             | X                       | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 0                 | 8   |
| 37             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 0                 | 7   |
| 36             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 0                 | 5   |
| 35             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 0                 | 5   |
| 34             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 4   |
| 33             | X                       | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 3   |
| 32             | X                       | X | X | X | X | X |   |  |  |  |  |  |  |  |  |  | 0                 | 6   |
| 31             | X                       | X | X | X | X |   |   |  |  |  |  |  |  |  |  |  | 0                 | 5   |
| 30             | X                       | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 4   |
| 29             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 28             | X                       | X |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 27             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 26             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 25             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 24             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 20             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 19             | X                       |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 18             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 0                 | 100 |
|                |                         |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 100               |     |

LIMITS (BTN): CENTRAL AVE AND ACACIA AVE

OBSERVATION POINT: 303 ARTESIA BLVD

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 57             | X                       |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 1   |
| 56             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 54             | X                       |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 1   |
| 53             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 52             | X                       |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 1   |
| 51             | X                       |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 1   |
| 50             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 49             | X                       |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 1   |
| 48             | X                       | X |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 2   |
| 47             | X                       | X |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 1   |
| 46             | X                       | X | X |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 2   |
| 45             | X                       | X | X |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 1   |
| 44             | X                       | X | X | X |   |   |   |   |   |  |  |  |  |  |  |  | 3                 | 4   |
| 43             | X                       | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 8                 | 5   |
| 42             | X                       | X | X | X | X | X |   |   |   |  |  |  |  |  |  |  | 5                 | 4   |
| 41             | X                       | X | X | X | X | X | X |   |   |  |  |  |  |  |  |  | 9                 | 5   |
| 40             | X                       | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 3                 | 4   |
| 39             | X                       | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 3                 | 4   |
| 38             | X                       | X | X | X | X | X | X |   |   |  |  |  |  |  |  |  | 6                 | 9   |
| 37             | X                       | X | X | X | X | X | X | X |   |  |  |  |  |  |  |  | 4                 | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  | 9                 | 7   |
| 35             | X                       | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 5                 | 2   |
| 34             | X                       | X | X | X | X | X | X |   |   |  |  |  |  |  |  |  | 6                 | 7   |
| 33             | X                       | X | X | X | X | X | X | X |   |  |  |  |  |  |  |  | 8                 | 8   |
| 32             | X                       | X | X | X | X | X |   |   |   |  |  |  |  |  |  |  | 3                 | 6   |
| 31             | X                       | X | X | X |   |   |   |   |   |  |  |  |  |  |  |  | 3                 | 1   |
| 30             | X                       | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 2                 | 5   |
| 29             | X                       | X | X | X | X | X |   |   |   |  |  |  |  |  |  |  | 5                 | 4   |
| 28             | X                       | X | X | X |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 2   |
| 27             | X                       | X |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 1   |
| 26             | X                       | X | X |   |   |   |   |   |   |  |  |  |  |  |  |  | 3                 | 0   |
| 25             | X                       | X | X | X |   |   |   |   |   |  |  |  |  |  |  |  | 4                 | 0   |
| 24             | X                       | X | X |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 1   |
| 23             | X                       | X |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 1   |
| 22             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 200               |     |

LIMITS (BTN): ACACIA AVE AND SANTA FE AVE

OBSERVATION POINT: 123 ARTESIA BLVD

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB                | WB  |     |
| 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   | 2   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   | 1   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   | 1   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   | 1   |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 3   | 4   |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 3   | 4   |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   | 3   |
| 39             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   | 3   |
| 38             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 5                 | 6   | 11  |
| 37             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 2                 | 7   | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 2                 | 8   | 10  |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 5                 | 7   | 12  |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 3                 | 5   | 8   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 8                 | 6   | 14  |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10                | 11  | 21  |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 8                 | 6   | 14  |
| 30             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 6                 | 4   | 10  |
| 29             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 9                 | 3   | 12  |
| 28             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 7                 | 5   | 12  |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 11                | 5   | 16  |
| 26             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 6                 | 4   | 10  |
| 25             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 10                | 2   | 12  |
| 24             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 23             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   | 2   |
| 22             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   | 1   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   | 0   |
| 19             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | NB    | SB  | 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             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2     | 2   | 4        |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0     | 2   | 2        |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 46             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 5     | 4   | 9        |
| 45             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3     | 3   | 6        |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 4     | 1   | 5        |
| 43             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 8     | 3   | 11       |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3     | 1   | 4        |
| 41             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 5     | 11  | 16       |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 8     | 10  | 18       |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 12    | 8   | 20       |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 11    | 7   | 18       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 8     | 10  | 18       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 6     | 7   | 13       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 11    | 6   | 17       |
| 34             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 6     | 4   | 10       |
| 33             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 3   | 4        |
| 32             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 6   | 7        |
| 31             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0     | 2   | 2        |
| 30             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2     | 2   | 4        |
| 29             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 28             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 45             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 44             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 43             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 42             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 41             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 40             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 39             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 38             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 37             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 36             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 35             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 3                 | 1   |
| 34             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 33             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 32             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 4                 | 1   |
| 31             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 2                 | 3   |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4                 | 4   |
| 29             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 7                 | 3   |
| 28             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 9                 | 7   |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 6                 | 10  |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  | 10                | 6   |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  | 7                 | 11  |
| 24             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 12                | 6   |
| 23             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 6                 | 9   |
| 22             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 11                | 6   |
| 21             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 6                 | 7   |
| 20             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 5   |
| 19             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 6   |
| 18             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 0                 | 5   |
| 17             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 1                 | 5   |
| 16             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 200               |     |

LIMITS (BTN): ROSECRANS AVE AND COMPTON BLVD

OBSERVATION POINT: NORTH OF PALMER AVE

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NB                | SB  |
| 65             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 64             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 63             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 62             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 61             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 60             | X                       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 59             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 58             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 57             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 56             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 55             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 54             | XX                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1                 | 1   |
| 53             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 52             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 51             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 50             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 49             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 48             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 47             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 46             | XXX                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2                 | 1   |
| 45             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 44             | X                       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 1   |
| 43             | XX                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 2   |
| 42             | XX                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1                 | 1   |
| 41             | XXXX                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2                 | 2   |
| 40             | XXXXXXXX                |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5                 | 1   |
| 39             | XXX                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2                 | 1   |
| 38             | XXXXXXXXXX              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5                 | 3   |
| 37             | XXXX                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2                 | 2   |
| 36             | XXXXXXXXXXXX            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 5                 | 6   |
| 35             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8                 | 11  |
| 34             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 9                 | 10  |
| 33             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7                 | 11  |
| 32             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 11                | 9   |
| 31             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8                 | 11  |
| 30             | XXXXXXXXXXXXXXXXXXXX    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 15                | 8   |
| 29             | XXXXXXXXXX              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6                 | 2   |
| 28             | XXXXXXXXXX              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 4                 | 7   |
| 27             | XXXXXXXXXX              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 7                 | 6   |
| 26             | XXX                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 3   |
| 25             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 24             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 23             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 22             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 21             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 20             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 19             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 18             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 17             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 16             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
| 15             |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0                 | 0   |
|                |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 100               | 100 |
|                |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF PATTIE CT

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED                 |  | TOTAL<br>VEHICLES |
|----------------|-----------------------------------------|--|-------------------|
|                | NORTHBOUND+SOUTHBOUND                   |  |                   |
| 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             | X X                                     |  | 0 2 2             |
| 43             |                                         |  | 0 0 0             |
| 42             | X                                       |  | 0 1 1             |
| 41             | X X X X                                 |  | 1 3 4             |
| 40             | X X X                                   |  | 0 3 3             |
| 39             | X X X X                                 |  | 2 2 4             |
| 38             | X X X X X                               |  | 2 3 5             |
| 37             | X X X X X X X X                         |  | 4 5 9             |
| 36             | X X X X X X X X X X X X                 |  | 5 9 14            |
| 35             | X X X X X X X X X X X X X X             |  | 6 10 16           |
| 34             | X X X X X X X X X X X X X X X X X X     |  | 15 8 23           |
| 33             | X X X X X X X X X X X X X X X X X X X X |  | 9 14 23           |
| 32             | X X X X X X X X X X X X X X X X X X X X |  | 11 11 22          |
| 31             | X X X X X X X X X X X X X X             |  | 6 8 14            |
| 30             | X X X X X X X X X X X X                 |  | 8 5 13            |
| 29             | X X X X X X X X X X X X X X             |  | 10 3 13           |
| 28             | X X X X X X X X X X X X X X X X         |  | 12 5 17           |
| 27             | X X X X                                 |  | 3 1 4             |
| 26             | X X X X X X                             |  | 4 2 6             |
| 25             | X X X                                   |  | 0 3 3             |
| 24             | X X                                     |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------------------|-----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | NB                | SB  |     |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 60             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 0   | 2   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   | 2   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   | 0   |
| 46             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 4   | 4   |
| 45             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 6   | 7   |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   | 2   |
| 43             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 6   | 9   |
| 42             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 3                 | 7   | 10  |
| 41             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 6                 | 10  | 16  |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 12                | 7   | 19  |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 5   | 8   |
| 38             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 6                 | 5   | 11  |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 15                | 4   | 19  |
| 36             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 6   | 10  |
| 35             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 4                 | 8   | 12  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 12                | 2   | 14  |
| 33             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 5                 | 5   | 10  |
| 32             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 9                 | 2   | 11  |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 2                 | 8   | 10  |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 3   | 7   |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 2   | 6   |
| 28             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   | 1   |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 49             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 3   |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 46             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 44             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 5                 | 3   |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 42             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 0                 | 11  |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2                 | 4   |
| 40             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 2                 | 8   |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 3                 | 9   |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 11                | 8   |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 10                | 7   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 12                | 5   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10                | 10  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 6   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 9                 | 5   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 7                 | 2   |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 3   |
| 30             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 8                 | 5   |
| 29             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 1   |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 27             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): GREENLEAF BLVD AND COMPTON BLVD

OBSERVATION POINT: NORTH OF 154TH ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED              |  | TOTAL<br>VEHICLES |
|----------------|--------------------------------------|--|-------------------|
|                | NORTHBOUND+SOUTHBOUND                |  |                   |
| 65             |                                      |  | 0                 |
| 64             |                                      |  | 0                 |
| 63             |                                      |  | 0                 |
| 62             |                                      |  | 0                 |
| 61             |                                      |  | 0                 |
| 60             |                                      |  | 0                 |
| 59             |                                      |  | 0                 |
| 58             |                                      |  | 0                 |
| 57             |                                      |  | 0                 |
| 56             |                                      |  | 0                 |
| 55             |                                      |  | 0                 |
| 54             |                                      |  | 0                 |
| 53             |                                      |  | 0                 |
| 52             |                                      |  | 0                 |
| 51             |                                      |  | 0                 |
| 50             |                                      |  | 0                 |
| 49             |                                      |  | 0                 |
| 48             |                                      |  | 0                 |
| 47             |                                      |  | 0                 |
| 46             |                                      |  | 0                 |
| 45             |                                      |  | 0                 |
| 44             | XX                                   |  | 1                 |
| 43             | XX                                   |  | 0                 |
| 42             | XX                                   |  | 1                 |
| 41             |                                      |  | 0                 |
| 40             | XXX                                  |  | 2                 |
| 39             | XXX                                  |  | 1                 |
| 38             | XXXXXXXXXX                           |  | 3                 |
| 37             | XXXXXXXXX                            |  | 4                 |
| 36             | XXXXXXXXXX                           |  | 6                 |
| 35             | XXXXXXXXXXXXXXXXXXXX                 |  | 7                 |
| 34             | XXXXXXXXXXXXXXXXXXXX                 |  | 10                |
| 33             | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX |  | 14                |
| 32             | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX |  | 8                 |
| 31             | XXXXXXXXXXXXXXXXXXXX                 |  | 6                 |
| 30             | XXXXXXXXXXXXXXXXXXXXXXXXXXXX         |  | 8                 |
| 29             | XXXXXXXXXXXXXXXXXXXX                 |  | 6                 |
| 28             | XXXXXXXXXXXXXXXXXXXXXXXXXXXX         |  | 11                |
| 27             | XXXXXXXXXXXXXXXXXXXX                 |  | 10                |
| 26             | XXXXXXX                              |  | 2                 |
| 25             |                                      |  | 0                 |
| 24             | X                                    |  | 0                 |
| 23             |                                      |  | 0                 |
| 22             |                                      |  | 0                 |
| 21             |                                      |  | 0                 |
| 20             |                                      |  | 0                 |
| 19             |                                      |  | 0                 |
| 18             |                                      |  | 0                 |
| 17             |                                      |  | 0                 |
| 16             |                                      |  | 0                 |
| 15             |                                      |  | 0                 |
|                |                                      |  | 100               |
|                |                                      |  | 100               |
|                |                                      |  | 200               |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF 149TH ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | NB    | SB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 0   | 2        |
| 48             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 2   | 5        |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 0   | 1        |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 0   | 0        |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 1   | 1        |
| 44             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 6     | 4   | 10       |
| 43             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 5     | 3   | 8        |
| 42             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 3   | 7        |
| 41             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 5     | 7   | 12       |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 6     | 9   | 15       |
| 39             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 5     | 5   | 10       |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 4   | 8        |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  | 8     | 7   | 15       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 11    | 2   | 13       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 9     | 9   | 18       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 5     | 7   | 12       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  |  | 2     | 12  | 14       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  | 8     | 7   | 15       |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 6     | 6   | 12       |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 5   | 9        |
| 29             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 2   | 3        |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 1   | 3        |
| 27             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 0   | 1        |
| 26             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB    | SB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   | 4        |
| 38             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 37             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 3   | 3        |
| 36             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 1   | 3        |
| 35             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 0   | 2        |
| 34             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 1     | 4   | 5        |
| 33             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 2   | 5        |
| 32             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 4     | 7   | 11       |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 2     | 10  | 12       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 7     | 12  | 19       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 11    | 7   | 18       |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 8     | 9   | 17       |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 11    | 7   | 18       |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 7     | 11  | 18       |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 11    | 8   | 19       |
| 24             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 6     | 5   | 11       |
| 23             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 8     | 3   | 11       |
| 22             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 4     | 1   | 5        |
| 21             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 3   | 6        |
| 20             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 19             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3     | 1   | 4        |
| 18             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0     | 2   | 2        |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 1   | 2        |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 1   | 3        |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 1   | 2        |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1     | 1   | 2        |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 2   | 5        |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3     | 3   | 6        |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 8     | 7   | 15       |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 9     | 4   | 13       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 14    | 7   | 21       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 7     | 12  | 19       |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 5     | 8   | 13       |
| 34             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 8     | 6   | 14       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  |  | 6     | 10  | 16       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 13    | 8   | 21       |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2     | 5   | 7        |
| 30             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  | 6     | 6   | 12       |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 4     | 3   | 7        |
| 28             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  | 5     | 6   | 11       |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB    | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 55             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 3   |
| 54             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 45             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 3   |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 2   |
| 43             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 4     | 0   |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 7     | 2   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 3   |
| 38             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 7     | 5   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 8     | 4   |
| 36             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 3     | 7   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 5     | 13  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 6     | 9   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 11    | 7   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 5     | 6   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 7     | 8   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10    | 15  |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 7     | 0   |
| 28             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 6     | 3   |
| 27             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 1     | 5   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100   | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200   |     |

LIMITS (BTN): WILMINGTON AVE AND ACACIA AVE

OBSERVATION POINT: 540 COMPTON BLVD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB    | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 54             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 3   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 2   |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 2   |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 2   |
| 39             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 3   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 6     | 6   |
| 36             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5     | 4   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 14    | 7   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 14    | 12  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 9     | 9   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10    | 12  |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 5     | 10  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 10    | 4   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 9     | 6   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 4     | 9   |
| 27             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 7     | 5   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100   | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200   |     |

LIMITS (BTN): ACACIA AVE AND SANTA FE AVE

OBSERVATION POINT: 430 COMPTON BLVD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 49             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 47             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 46             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 3   |
| 45             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 44             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5                 | 3   |
| 43             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 2                 | 4   |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 5   |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 1   |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 7                 | 2   |
| 39             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 3                 | 7   |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 5   |
| 37             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 7                 | 4   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12                | 7   |
| 35             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 3                 | 8   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 5                 | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 8                 | 5   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 13                | 8   |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3                 | 4   |
| 30             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 4   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 6                 | 9   |
| 28             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 6                 | 2   |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 26             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): SANTA FE AVE AND BULLIS RD

OBSERVATION POINT: WEST OF BURRIS AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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

FOR ROADWAY: COMPTON BOULEVARD

| SPEED<br>(MPH) | TOTAL VEHICLES SURVEYED |   | TOTAL       |
|----------------|-------------------------|---|-------------|
|                | EASTBOUND+WESTBOUND     |   | 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             | X                       | X | 2 1 3       |
| 45             | X                       | X | 2 1 3       |
| 44             | X                       | X | 1 2 3       |
| 43             | X                       | X | 1 5 6       |
| 42             | X                       | X | 0 3 3       |
| 41             | X                       | X | 1 2 3       |
| 40             | X                       | X | 1 2 3       |
| 39             | X                       | X | 2 5 7       |
| 38             | X                       | X | 5 2 7       |
| 37             | X                       | X | 6 3 9       |
| 36             | X                       | X | 8 6 14      |
| 35             | X                       | X | 9 11 20     |
| 34             | X                       | X | 10 5 15     |
| 33             | X                       | X | 6 7 13      |
| 32             | X                       | X | 9 8 17      |
| 31             | X                       | X | 6 5 11      |
| 30             | X                       | X | 10 8 18     |
| 29             | X                       | X | 8 8 16      |
| 28             | X                       | X | 4 8 12      |
| 27             | X                       | X | 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

OBSERVER:

CARLOS

COMMENTS:

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. |

**LIMITS (BTN):** BULLIS RD AND EAST CITY LIMIT

**OBSERVATION POINT:** 1633 COMPTON BLVD

|                     |        |           |        |
|---------------------|--------|-----------|--------|
| POSTED SPEED LIMIT: | 40 MPH | OBSERVER: | CARLOS |
|---------------------|--------|-----------|--------|

|           |          |             |
|-----------|----------|-------------|
| COMMENTS: | WEATHER: | PARTLY SUNN |
|-----------|----------|-------------|

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

|                                | EASTBOUND | WESTBOUND | EASTBOUND+WESTBOUND |               |
|--------------------------------|-----------|-----------|---------------------|---------------|
| <b>85TH %:</b>                 | <b>38</b> | <b>40</b> | <b>39</b>           | <b>M.P.H.</b> |
| <b>50TH %:</b>                 | 33        | 33        | 33                  | M.P.H.        |
| <b>15TH %:</b>                 | 29        | 28        | 29                  | M.P.H.        |
| <b>10 MPH PACE:</b>            | 29 - 38   | 27 - 36   | 27 - 36             | M.P.H.        |
| <b>% IN PACE:</b>              | 77%       | 74%       | 75%                 |               |
| <b>% OVER PACE:</b>            | 12%       | 26%       | 25%                 |               |
| <b>% UNDER PACE:</b>           | 11%       | 0%        | 1%                  |               |
| <b>ARITHMETIC MEAN:</b>        | 34        | 34        | 34                  | M.P.H.        |
| <b>SAMPLE VARIANCE:</b>        | 24        | 26        | 25                  |               |
| <b>STANDARD DEVIATION:</b>     | 5         | 5         | 5                   | M.P.H.        |
| <b>VARIANCE OF THE MEAN:</b>   | 0.24      | 0.26      | 0.12                |               |
| <b>STD. ERROR OF THE MEAN:</b> | 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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB                | WB  |     |
| 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             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 4   | 4   |
| 49             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5                 | 2   | 7   |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 47             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 2   | 6   |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   | 2   |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   | 2   |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 1                 | 4   | 5   |
| 43             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 3                 | 7   | 10  |
| 42             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 4   | 8   |
| 41             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 6                 | 8   | 14  |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 4   | 11  |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 4                 | 6   | 10  |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 7   | 14  |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12                | 6   | 18  |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 6                 | 5   | 11  |
| 35             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 3   | 7   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12                | 7   | 19  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 6                 | 9   | 15  |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 7                 | 4   | 11  |
| 31             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 2   | 4   |
| 30             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 4                 | 1   | 5   |
| 29             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   | 2   |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   | 3   |
| 27             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 2   | 4   |
| 26             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   | 1   |
| 25             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB    | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 46             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 2   |
| 45             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 1   |
| 44             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 1     | 6   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 3   |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2     | 5   |
| 39             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4     | 4   |
| 38             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 5     | 6   |
| 37             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 6     | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 8     | 9   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 14    | 10  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 10    | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 17    | 7   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 7     | 4   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 8     | 7   |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6     | 4   |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2     | 5   |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 2   |
| 27             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 3   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100   | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200   |     |

LIMITS (BTN): CENTRAL AVE AND WILLOWBROOK AVE

OBSERVATION POINT: WEST OF GREENLEAF DR

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 46             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2     | 2   | 4        |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 1   | 2        |
| 43             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3     | 2   | 5        |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2     | 2   | 4        |
| 41             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 5     | 4   | 9        |
| 40             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 6     | 3   | 9        |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 9     | 4   | 13       |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 8     | 6   | 14       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 10    | 9   | 19       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 8     | 6   | 14       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 12    | 9   | 21       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 5     | 7   | 12       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 9     | 14  | 23       |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 6     | 6   | 12       |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 3     | 8   | 11       |
| 30             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 5     | 5   | 10       |
| 29             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 2   | 3        |
| 28             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1     | 4   | 5        |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 50             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 45             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 1   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 2   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 1   |
| 40             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 1   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 4                 | 2   |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 1   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 6                 | 5   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 9                 | 4   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 5                 | 9   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 8                 | 11  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 14                | 6   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 4                 | 7   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 6                 | 12  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 12                | 9   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 5                 | 5   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  | 7                 | 9   |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 5                 | 5   |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 2                 | 6   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|-------------------|-----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |                   |     |     |
| 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             | X                       | X |   | 2                 | 0   | 2   |
| 46             | X                       |   |   | 1                 | 0   | 1   |
| 45             |                         |   |   | 0                 | 0   | 0   |
| 44             | X                       | X | X | 2                 | 1   | 3   |
| 43             | X                       | X | X | 3                 | 3   | 6   |
| 42             | X                       | X | X | 1                 | 2   | 3   |
| 41             | X                       | X | X | 2                 | 2   | 4   |
| 40             | X                       |   |   | 0                 | 1   | 1   |
| 39             | X                       | X | X | 3                 | 3   | 6   |
| 38             | X                       | X | X | 8                 | 4   | 12  |
| 37             | X                       | X | X | 5                 | 8   | 13  |
| 36             | X                       | X | X | 10                | 5   | 15  |
| 35             | X                       | X | X | 11                | 7   | 18  |
| 34             | X                       | X | X | 12                | 11  | 23  |
| 33             | X                       | X | X | 7                 | 12  | 19  |
| 32             | X                       | X | X | 6                 | 10  | 16  |
| 31             | X                       | X | X | 7                 | 8   | 15  |
| 30             | X                       | X | X | 6                 | 6   | 12  |
| 29             | X                       | X | X | 3                 | 8   | 11  |
| 28             | X                       | X | X | 6                 | 6   | 12  |
| 27             | X                       | X | X | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+ SOUTHBOUND  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 45             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 40             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 7   |
| 38             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 3                 | 9   |
| 37             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 10                | 3   |
| 36             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 3                 | 6   |
| 35             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 4   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 15                | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 13                | 8   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 6                 | 11  |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 8                 | 14  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 11                | 6   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 6   |
| 28             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 5                 | 6   |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: 411 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED               |  | TOTAL<br>VEHICLES |
|----------------|---------------------------------------|--|-------------------|
|                | NORTHBOUND+SOUTHBOUND                 |  |                   |
| 65             |                                       |  | 0                 |
| 64             |                                       |  | 0                 |
| 63             |                                       |  | 0                 |
| 62             |                                       |  | 0                 |
| 61             |                                       |  | 0                 |
| 60             |                                       |  | 0                 |
| 59             |                                       |  | 0                 |
| 58             |                                       |  | 0                 |
| 57             |                                       |  | 0                 |
| 56             |                                       |  | 0                 |
| 55             |                                       |  | 0                 |
| 54             |                                       |  | 0                 |
| 53             |                                       |  | 0                 |
| 52             |                                       |  | 0                 |
| 51             |                                       |  | 0                 |
| 50             |                                       |  | 0                 |
| 49             |                                       |  | 0                 |
| 48             |                                       |  | 0                 |
| 47             |                                       |  | 0                 |
| 46             |                                       |  | 0                 |
| 45             |                                       |  | 0                 |
| 44             | X                                     |  | 1                 |
| 43             | X X X                                 |  | 1                 |
| 42             | X X X X                               |  | 2                 |
| 41             | X X X                                 |  | 3                 |
| 40             | X X X X X X X                         |  | 5                 |
| 39             | X X X X X X X X                       |  | 3                 |
| 38             | X X X X X X X X X X                   |  | 6                 |
| 37             | X X X X X X X X X X X                 |  | 4                 |
| 36             | X X X X X X X X X X X X X X           |  | 9                 |
| 35             | X X X X X X X X X X X X X X X X       |  | 9                 |
| 34             | X X X X X X X X X X X X X X X X       |  | 5                 |
| 33             | X X X X X X X X X X X X X X X X       |  | 9                 |
| 32             | X X X X X X X X X X X X X X X X X     |  | 10                |
| 31             | X X X X X X X X X X X X X X X X X X X |  | 12                |
| 30             | X X X X X X X X X X X X X X X X X     |  | 6                 |
| 29             | X X X X X X X X X X X X X             |  | 7                 |
| 28             | X X X X X X X X X X X X               |  | 9                 |
| 27             | X X X X X X                           |  | 1                 |
| 26             |                                       |  | 0                 |
| 25             |                                       |  | 0                 |
| 24             |                                       |  | 0                 |
| 23             |                                       |  | 0                 |
| 22             |                                       |  | 0                 |
| 21             |                                       |  | 0                 |
| 20             |                                       |  | 0                 |
| 19             |                                       |  | 0                 |
| 18             |                                       |  | 0                 |
| 17             |                                       |  | 0                 |
| 16             |                                       |  | 0                 |
| 15             |                                       |  | 0                 |
|                |                                       |  | 100               |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: 217 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY CLOUD

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 57             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 0   |
| 56             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 46             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 1   |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 1   |
| 44             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 1   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 1   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 2                 | 1   |
| 40             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 4                 | 1   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 7                 | 5   |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 5                 | 4   |
| 37             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  |  |  |  | 8                 | 5   |
| 36             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  |  |  | 10                | 7   |
| 35             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  | 5                 | 12  |
| 34             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  |  |  |  | 10                | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  |  |  | 6                 | 11  |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  |  |  |  | 5                 | 7   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  |  |  | 8                 | 10  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  |  |  | 4                 | 11  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  | 11                | 5   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  |  |  | 6                 | 7   |
| 27             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 1                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  | 200               |     |

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: 130 LONG BEACH BLVD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 61             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 55             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 48             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 0   |
| 40             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3                 | 3   |
| 38             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 37             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 3                 | 2   |
| 36             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 35             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 5   |
| 34             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3                 | 3   |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 4                 | 8   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 6                 | 6   |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 4                 | 4   |
| 30             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 3                 | 7   |
| 29             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 6                 | 5   |
| 28             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 2                 | 6   |
| 27             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 5                 | 5   |
| 26             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4                 | 3   |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 11                | 8   |
| 24             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 6                 | 4   |
| 23             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 4                 | 5   |
| 22             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 3                 | 4   |
| 21             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 8                 | 2   |
| 20             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 19             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 4   |
| 18             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2   |
| 17             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1   |
| 16             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 200               |     |

LIMITS (BTN): WEST CITY LIMIT AND EAST CITY LIMIT

OBSERVATION POINT: 530 MANVILLE ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |     |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|-----|-----|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | EB                | WB  |     |     |
| 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             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 3                 | 0   | 3   |     |
| 35             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   | 1   |     |
| 34             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   | 3   |     |
| 33             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2   | 3   |     |
| 32             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1   | 2   |     |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 8                 | 0   | 8   |     |
| 30             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 6                 | 5   | 11  |     |
| 29             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3                 | 8   | 11  |     |
| 28             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 7                 | 5   | 12  |     |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  | 14                | 8   | 22  |     |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  | 9                 | 10  | 19  |     |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  | 8                 | 10  | 18  |     |
| 24             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 6                 | 18  | 24  |     |
| 23             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 7                 | 12  | 19  |     |
| 22             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 5                 | 5   | 10  |     |
| 21             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 9                 | 6   | 15  |     |
| 20             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 3                 | 3   | 6   |     |
| 19             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2   | 4   |     |
| 18             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   | 1   |     |
| 17             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   | 3   |     |
| 16             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 45             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 44             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 43             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 42             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 41             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 40             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 39             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 38             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 37             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 36             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 2   |
| 35             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 3   |
| 34             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2   |
| 33             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 4   |
| 32             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 3   |
| 31             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 4                 | 3   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 5                 | 10  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  | 9                 | 8   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  | 7                 | 9   |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 10                | 8   |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 8                 | 7   |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 6                 | 5   |
| 24             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  | 13                | 3   |
| 23             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 4                 | 5   |
| 22             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 5                 | 3   |
| 21             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 6                 | 5   |
| 20             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 6                 | 3   |
| 19             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 3                 | 1   |
| 18             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4                 | 4   |
| 17             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 3                 | 6   |
| 16             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 200               |     |

LIMITS (BTN): ALAMEDA ST AND SANTA FE AVE

OBSERVATION POINT: 401 PALMER ST

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     | TOTAL |     |          |    |   |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-----|-------|-----|----------|----|---|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       |     | 1        | 1  | 2 |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       |     | 2        | 2  | 4 |
| 38             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       |     | 3        | 2  | 5 |
| 37             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 4   | 3        | 7  |   |
| 36             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 3   | 4        | 7  |   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 10  | 6        | 16 |   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 8   | 6        | 14 |   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 9   | 6        | 15 |   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 8   | 10       | 18 |   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 5   | 10       | 15 |   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |     |       | 13  | 8        | 21 |   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 4   | 9        | 13 |   |
| 28             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 7   | 4        | 11 |   |
| 27             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 2   | 8        | 10 |   |
| 26             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 6   | 6        | 12 |   |
| 25             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 3   | 4        | 7  |   |
| 24             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 1   | 4        | 5  |   |
| 23             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 3   | 1        | 4  |   |
| 22             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 2   | 1        | 3  |   |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 1   | 0        | 1  |   |
| 20             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 1   | 1        | 2  |   |
| 19             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 0   | 1        | 1  |   |
| 18             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |     |       | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-----|----------|
|                | NORTHBOUND+ SOUTHBOUND  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | NB    | SB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 1   | 2        |
| 36             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 0   | 0        |
| 35             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 1   | 1        |
| 34             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 3     | 2   | 5        |
| 33             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 3     | 2   | 5        |
| 32             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 4     | 1   | 5        |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   | 6     | 4   | 10       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   | 8     | 6   | 14       |
| 29             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 6     | 6   | 12       |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   | 8     | 9   | 17       |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   | 9     | 11  | 20       |
| 26             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 6     | 8   | 14       |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12    | 12  | 24       |
| 24             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 7     | 7   | 14       |
| 23             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   | 10    | 3   | 13       |
| 22             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 6     | 8   | 14       |
| 21             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   | 7     | 6   | 13       |
| 20             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 0     | 5   | 5        |
| 19             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 2     | 3   | 5        |
| 18             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED                     |             | TOTAL<br>VEHICLES |
|----------------|---------------------------------------------|-------------|-------------------|
|                | EASTBOUND+WESTBOUND                         |             |                   |
| 65             |                                             | 0 0 0       | 0                 |
| 64             |                                             | 0 0 0       | 0                 |
| 63             |                                             | 0 0 0       | 0                 |
| 62             |                                             | 0 0 0       | 0                 |
| 61             |                                             | 0 0 0       | 0                 |
| 60             |                                             | 0 0 0       | 0                 |
| 59             |                                             | 0 0 0       | 0                 |
| 58             |                                             | 0 0 0       | 0                 |
| 57             |                                             | 0 0 0       | 0                 |
| 56             |                                             | 0 0 0       | 0                 |
| 55             |                                             | 0 0 0       | 0                 |
| 54             |                                             | 0 0 0       | 0                 |
| 53             |                                             | 0 0 0       | 0                 |
| 52             |                                             | 0 0 0       | 0                 |
| 51             |                                             | 0 0 0       | 0                 |
| 50             | X                                           | 1 0 1       | 1                 |
| 49             |                                             | 0 0 0       | 0                 |
| 48             | X X                                         | 2 0 2       | 2                 |
| 47             | X                                           | 1 0 1       | 1                 |
| 46             | X                                           | 1 0 1       | 1                 |
| 45             | X X X                                       | 1 2 3       | 3                 |
| 44             | X X X X X                                   | 3 2 5       | 5                 |
| 43             | X                                           | 1 0 1       | 1                 |
| 42             |                                             | 0 0 0       | 0                 |
| 41             | X X X X X                                   | 4 1 5       | 5                 |
| 40             | X X X                                       | 2 1 3       | 3                 |
| 39             | X X                                         | 2 0 2       | 2                 |
| 38             | X X X X X X X X X X                         | 9 1 10      | 10                |
| 37             | X X X X X X X                               | 4 3 7       | 7                 |
| 36             | X X X X X X X X X X X X X X X X X X         | 8 12 20     | 20                |
| 35             | X X X X X X X X X X X X X X X X X X X X X X | 12 11 23    | 23                |
| 34             | X X X X X X X X X X X X X X X X X X X X X X | 9 9 18      | 18                |
| 33             | X X X X X X X X X X X X X X X X X X         | 13 5 18     | 18                |
| 32             | X X X X X X X X X X X X X X X X X X X X X X | 6 12 18     | 18                |
| 31             | X X X X X X X X X X X X X X X X X X X X X X | 7 16 23     | 23                |
| 30             | X X X X X X X X X X X X X X X X X X X X X X | 9 13 22     | 22                |
| 29             | X X X X X X                                 | 2 3 5       | 5                 |
| 28             | X X X X X X X X X                           | 0 9 9       | 9                 |
| 27             | X X X                                       | 3 0 3       | 3                 |
| 26             |                                             | 0 0 0       | 0                 |
| 25             |                                             | 0 0 0       | 0                 |
| 24             |                                             | 0 0 0       | 0                 |
| 23             |                                             | 0 0 0       | 0                 |
| 22             |                                             | 0 0 0       | 0                 |
| 21             |                                             | 0 0 0       | 0                 |
| 20             |                                             | 0 0 0       | 0                 |
| 19             |                                             | 0 0 0       | 0                 |
| 18             |                                             | 0 0 0       | 0                 |
| 17             |                                             | 0 0 0       | 0                 |
| 16             |                                             | 0 0 0       | 0                 |
| 15             |                                             | 0 0 0       | 0                 |
|                |                                             | 100 100 200 |                   |

LIMITS (BTN): WEST CITY LIMIT AND WILMINGTON AVE

OBSERVATION POINT: 821 ROSECRANS AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | EB    | WB  | 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                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 2   | 2        |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   | 1        |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 2   | 2        |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 1   | 1        |
| 44             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 4   | 4        |
| 43             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 2     | 3   | 5        |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2     | 5   | 7        |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5     | 4   | 9        |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   | 4        |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 6     | 8   | 14       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 11    | 5   | 16       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 12    | 5   | 17       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 8     | 6   | 14       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12    | 10  | 22       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 7     | 9   | 16       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 10    | 5   | 15       |
| 31             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3     | 5   | 8        |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 7     | 3   | 10       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 8     | 8   | 16       |
| 28             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 3     | 9   | 12       |
| 27             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED               |         | TOTAL<br>VEHICLES |
|----------------|---------------------------------------|---------|-------------------|
|                | EASTBOUND+WESTBOUND                   |         |                   |
| 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             | X X X X                               | 2 2     | 4                 |
| 42             | X X X X                               | 0 4     | 4                 |
| 41             | X X X X X X X                         | 1 6     | 7                 |
| 40             | X X X X X                             | 0 5     | 5                 |
| 39             | X X X X X X X X X                     | 4 6     | 10                |
| 38             | X X X X X X X X X X X                 | 7 5     | 12                |
| 37             | X X X X X X X X X X X X               | 9 4     | 13                |
| 36             | X X X X X X X X X X X X X X X X X     | 12 10   | 22                |
| 35             | X X X X X X X X X X X X X X X X X X   | 15 7    | 22                |
| 34             | X X X X X X X X X X X X X X X X X X X | 12 11   | 23                |
| 33             | X X X X X X X X X X X X X X X X X X   | 9 13    | 22                |
| 32             | X X X X X X X X X X                   | 6 4     | 10                |
| 31             | X X X X X X X X X X X X X X X         | 11 5    | 16                |
| 30             | X X X X X X X X X X X X X X X         | 6 9     | 15                |
| 29             | X X X X X                             | 1 4     | 5                 |
| 28             | X X X                                 | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 2   | 2        |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 1   | 1        |
| 49             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 1   | 2        |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 0   | 0        |
| 47             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 2   | 3        |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 0   | 1        |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 2   | 2        |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 2     | 3   | 5        |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 1   | 2        |
| 42             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 3     | 2   | 5        |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   | 2     | 3   | 5        |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   | 3     | 4   | 7        |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   | 2     | 2   | 4        |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 3   | 4        |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   | 5     | 4   | 9        |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 10    | 7   | 17       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 9     | 8   | 17       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 14    | 10  | 24       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 7     | 8   | 15       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 8     | 5   | 13       |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 4     | 5   | 9        |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 8     | 6   | 14       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 5     | 7   | 12       |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 7     | 6   | 13       |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 4     | 7   | 11       |
| 26             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB    | WB  | 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             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 3   | 3        |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 1   | 1        |
| 45             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 3     | 1   | 4        |
| 44             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 4     | 3   | 7        |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 2   | 3        |
| 42             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 4     | 9   | 13       |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 3     | 2   | 5        |
| 40             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 8     | 4   | 12       |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 9     | 6   | 15       |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 8     | 7   | 15       |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 10    | 12  | 22       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 12    | 9   | 21       |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 3     | 10  | 13       |
| 34             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 8     | 5   | 13       |
| 33             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 5   | 7        |
| 32             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 8     | 4   | 12       |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 8     | 4   | 12       |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 4     | 6   | 10       |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 3     | 4   | 7        |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED   |  | TOTAL<br>VEHICLES |
|----------------|---------------------------|--|-------------------|
|                | NORTHBOUND+SOUTHBOUND     |  |                   |
| 65             |                           |  | 0                 |
| 64             |                           |  | 0                 |
| 63             |                           |  | 0                 |
| 62             |                           |  | 0                 |
| 61             |                           |  | 0                 |
| 60             |                           |  | 0                 |
| 59             |                           |  | 0                 |
| 58             | X                         |  | 1                 |
| 57             |                           |  | 0                 |
| 56             |                           |  | 0                 |
| 55             |                           |  | 0                 |
| 54             |                           |  | 0                 |
| 53             |                           |  | 0                 |
| 52             |                           |  | 0                 |
| 51             | X                         |  | 1                 |
| 50             | X X X                     |  | 2                 |
| 49             | X X X X                   |  | 2                 |
| 48             | X X                       |  | 2                 |
| 47             | X X X X X                 |  | 4                 |
| 46             | X X X X                   |  | 2                 |
| 45             | X X X X X X X X X X       |  | 3                 |
| 44             | X X X X X X X X X X       |  | 5                 |
| 43             | X X X X X X X X X X       |  | 8                 |
| 42             | X X X X X X X X           |  | 5                 |
| 41             | X X X X X X X X X X X X X |  | 7                 |
| 40             | X X X X X X X X X X       |  | 6                 |
| 39             | X X X X X X X X X X X X   |  | 7                 |
| 38             | X X X X X X X X           |  | 6                 |
| 37             | X X X X X X X X X X X X X |  | 8                 |
| 36             | X X X X X X X X X X X     |  | 5                 |
| 35             | X X X X X X X X X         |  | 6                 |
| 34             | X X X X X X X X X X X X   |  | 7                 |
| 33             | X X X X X X X X X X X     |  | 5                 |
| 32             | X X X X X X X X X         |  | 4                 |
| 31             | X X X X X X X X X         |  | 4                 |
| 30             | X X X X X                 |  | 1                 |
| 29             | X X                       |  | 0                 |
| 28             | X X                       |  | 0                 |
| 27             |                           |  | 0                 |
| 26             |                           |  | 0                 |
| 25             |                           |  | 0                 |
| 24             |                           |  | 0                 |
| 23             |                           |  | 0                 |
| 22             |                           |  | 0                 |
| 21             |                           |  | 0                 |
| 20             |                           |  | 0                 |
| 19             |                           |  | 0                 |
| 18             |                           |  | 0                 |
| 17             |                           |  | 0                 |
| 16             |                           |  | 0                 |
| 15             |                           |  | 0                 |
|                |                           |  | 100               |

LIMITS (BTN): ARTESIA BLVD AND GREENLEAF BLVD

OBSERVATION POINT: 1911 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 53             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 52             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 50             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 49             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 3   |
| 48             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 47             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 3                 | 6   |
| 46             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 1                 | 6   |
| 45             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6                 | 3   |
| 44             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 7                 | 5   |
| 43             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 4   |
| 42             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 9                 | 14  |
| 41             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2                 | 7   |
| 40             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 10  |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 2                 | 12  |
| 38             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 4                 | 3   |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 8                 | 6   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 7                 | 8   |
| 35             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 8                 | 4   |
| 34             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 0   |
| 33             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 4                 | 0   |
| 32             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 6                 | 2   |
| 31             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 1   |
| 30             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 29             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 28             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 0   |
| 27             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: 1300 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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. |

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## CITY OF COMPTON

DATE: 01/19/24 DAY: Friday TIME PERIOD: 2:44PM TO 3:03PM

FOR ROADWAY: SANTA FE AVENUE

| SPEED<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 45             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 3   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 0   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 3   |
| 39             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 4                 | 7   |
| 38             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 5                 | 5   |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 9                 | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 8                 | 6   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 8                 | 10  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 11                | 11  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 7                 | 6   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 9                 | 8   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 7                 | 9   |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 4   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 8                 | 7   |
| 28             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 5   |
| 27             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 26             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: 333 SANTA FE AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|--|----|----|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | NB    | SB  | 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             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | 0     | 5   | 5        |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | 2     | 0   | 2        |
| 43             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | 0     | 0   | 0        |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | 2     | 0   | 2        |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    |    | 0     | 4   | 4        |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  |    | 3  | 3     | 6   |          |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 3  | 11 | 14    |     |          |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 5  | 8  | 13    |     |          |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 6  | 6  | 12    |     |          |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 4  | 9  | 13    |     |          |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  |  |  |  |  | 8  | 5  | 13    |     |          |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  |  |  |  |  |  | 4  | 11 | 15    |     |          |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 9  | 10 | 19    |     |          |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 11 | 7  | 18    |     |          |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 10 | 6  | 16    |     |          |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 13 | 5  | 18    |     |          |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  |  |  |  |  | 14 | 4  | 18    |     |          |
| 28             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY CLOUD

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | NB    | SB  | 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                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 2   | 2        |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 0   | 0        |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 0   | 0        |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 2     | 0   | 2        |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 0   | 0        |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 0     | 1   | 1        |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 2   | 3        |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 1     | 1   | 2        |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 2     | 1   | 3        |
| 41             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   | 2     | 6   | 8        |
| 40             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   | 5     | 3   | 8        |
| 39             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 4     | 2   | 6        |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   | 4     | 4   | 8        |
| 37             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   | 6     | 6   | 12       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 13    | 11  | 24       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   | 12    | 4   | 16       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   | 9     | 13  | 22       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   |   | 3     | 10  | 13       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 5     | 9   | 14       |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   | 7     | 8   | 15       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   |   | 6     | 9   | 15       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |   |   |   |   |   | 11    | 6   | 17       |
| 28             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |   |   |   |   |   | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------------------|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB                | WB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 5                 | 0   |
| 43             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 3   |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 5                 | 0   |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1                 | 5   |
| 40             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 3   |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 1   |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 7                 | 1   |
| 37             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 6                 | 2   |
| 36             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 8                 | 3   |
| 35             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 3                 | 5   |
| 34             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1                 | 6   |
| 33             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 3                 | 7   |
| 32             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 6   |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 5                 | 5   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 7                 | 11  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 4                 | 8   |
| 28             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 9                 | 4   |
| 27             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 4                 | 3   |
| 26             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 2   |
| 25             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 2   |
| 24             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 7                 | 3   |
| 23             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 5   |
| 22             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 21             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 2                 | 4   |
| 20             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 4   |
| 19             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 18             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   |
| 17             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   |
| 16             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 2   |
| 15             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 2   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 200               |     |

LIMITS (BTN): WILMINGTON AVE AND APRA ST

OBSERVATION POINT: 685 VICTORIA ST

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | EB    | WB  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0     | 2   | 2        |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 2     | 3   | 5        |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3     | 2   | 5        |
| 39             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 0     | 3   | 3        |
| 38             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 4     | 7   | 11       |
| 37             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 1     | 2   | 3        |
| 36             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 2     | 4   | 6        |
| 35             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 4     | 6   | 10       |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |  |  | 5     | 4   | 9        |
| 33             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 2     | 3   | 5        |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 4     | 8   | 12       |
| 31             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 7     | 5   | 12       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 9     | 8   | 17       |
| 29             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 4     | 6   | 10       |
| 28             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 5     | 7   | 12       |
| 27             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 4     | 2   | 6        |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 6     | 8   | 14       |
| 25             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 4     | 4   | 8        |
| 24             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 6     | 5   | 11       |
| 23             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |  |  | 7     | 1   | 8        |
| 22             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 5     | 1   | 6        |
| 21             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 3     | 0   | 3        |
| 20             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 3     | 1   | 4        |
| 19             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1     | 1   | 2        |
| 18             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1     | 1   | 2        |
| 17             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2     | 1   | 3        |
| 16             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1     | 1   | 2        |
| 15             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1     | 1   | 2        |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100   | 100 | 200      |

LIMITS (BTN): APRA ST AND SOUTH CITY LIMIT

OBSERVATION POINT: 375 VICTORIA ST

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------------------|-----|-----|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB                | WB  |     |
| 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   | 2   |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 1   | 1   |
| 45             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   | 0   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0   | 1   |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2                 | 1   | 3   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2   | 3   |
| 41             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 0   | 0   |
| 40             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 4   | 4   |
| 39             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 3                 | 1   | 4   |
| 38             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 1   | 2   |
| 37             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 5                 | 0   | 5   |
| 36             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 4   | 6   |
| 35             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 3                 | 6   | 9   |
| 34             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 6                 | 3   | 9   |
| 33             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2   | 3   |
| 32             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 3                 | 3   | 6   |
| 31             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 8                 | 2   | 10  |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 5                 | 4   | 9   |
| 29             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 6                 | 3   | 9   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  | 8                 | 7   | 15  |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 5                 | 3   | 8   |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 9                 | 6   | 15  |
| 25             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 5                 | 6   | 11  |
| 24             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 3                 | 3   | 6   |
| 23             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 4                 | 7   | 11  |
| 22             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 3                 | 6   | 9   |
| 21             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 8                 | 4   | 12  |
| 20             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 2                 | 8   | 10  |
| 19             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 2                 | 5   | 7   |
| 18             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 2                 | 4   | 6   |
| 17             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------|-----|----------|
|                | EASTBOUND+WESTBOUND     |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | EB    | WB  | VEHICLES |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 0   | 0        |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 0   | 0        |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 0   | 0        |
| 62             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 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             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 0   | 2        |
| 52             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 1   | 2        |
| 51             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 0   | 2        |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 0   | 1        |
| 49             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 1   | 2        |
| 48             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 1   | 3        |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 0   | 1        |
| 46             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 0   | 1        |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 0   | 2        |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 2   | 3        |
| 43             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1     | 4   | 5        |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 1   | 3        |
| 41             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 5     | 3   | 8        |
| 40             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 8     | 5   | 13       |
| 39             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 7     | 4   | 11       |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 6     | 2   | 8        |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 9     | 5   | 14       |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 4     | 7   | 11       |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 5     | 6   | 11       |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 4     | 4   | 8        |
| 33             | X                       | X | X | X | X | X | X | X | X | X |   |   |  |  |  |  | 4     | 7   | 11       |
| 32             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 4     | 6   | 10       |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 6     | 3   | 9        |
| 30             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 6     | 2   | 8        |
| 29             | X                       | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  | 3     | 6   | 9        |
| 28             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 2     | 1   | 3        |
| 27             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 4   | 4        |
| 26             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 4   | 4        |
| 25             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 3   | 3        |
| 24             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 2   | 2        |
| 23             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 2     | 5   | 7        |
| 22             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 3   | 4        |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 0     | 0   | 0        |
| 20             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1     | 4   | 5        |
| 19             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1     | 0   | 1        |
| 18             | X                       | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | TOTAL<br>VEHICLES |    |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|-------------------|----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | NB                | SB |     |
| 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             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 3  | 4   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 3  | 3   |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1                 | 4  | 5   |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2  | 3   |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 1                 | 6  | 7   |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 4  | 6   |
| 37             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 5  | 7   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  | 6                 | 7  | 13  |
| 35             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 2  | 3   |
| 34             | X                       | X | X | X | X |   |   |   |   |   |   |   |  |  |  |  | 1                 | 4  | 5   |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |  |  |  |  | 5                 | 5  | 10  |
| 32             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 2                 | 5  | 7   |
| 31             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 4                 | 4  | 8   |
| 30             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 3  | 7   |
| 29             | X                       | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  | 4                 | 4  | 8   |
| 28             | X                       | X | X | X |   |   |   |   |   |   |   |   |  |  |  |  | 0                 | 5  | 5   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 3  | 7   |
| 26             | X                       | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  | 4                 | 3  | 7   |
| 25             | X                       |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  | 1                 | 0  | 1   |
| 24             | X                       | X | X |   |   |   |   |   |   |   |   |   |  |  |  |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB    | SB  | 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                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 44             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 43             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 3     | 0   | 3        |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 3   | 4        |
| 41             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   | 4        |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 1   | 3        |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 2   | 5        |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 1     | 5   | 6        |
| 37             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   | 4        |
| 36             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 1     | 5   | 6        |
| 35             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 6     | 6   | 12       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 5     | 8   | 13       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 9     | 9   | 18       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 6     | 10  | 16       |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12    | 6   | 18       |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 5     | 8   | 13       |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 7     | 6   | 13       |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 8     | 6   | 14       |
| 27             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5     | 4   | 9        |
| 26             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3     | 3   | 6        |
| 25             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3     | 4   | 7        |
| 24             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 2   | 4        |
| 23             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6     | 2   | 8        |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 21             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 20             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   | 1        |
| 19             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 0   | 2        |
| 18             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   | 1        |
| 17             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+ SOUTHBOUND  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 53             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 42             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 41             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 40             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 39             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 38             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 37             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 5   |
| 36             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2                 | 4   |
| 35             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6                 | 4   |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 5   |
| 33             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5                 | 3   |
| 32             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 8                 | 6   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 5                 | 10  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 10                | 14  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12                | 7   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 9   |
| 27             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 4                 | 5   |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 10                | 5   |
| 25             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 24             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 4   |
| 23             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 22             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 3   |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 20             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 19             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 16             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 5                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: 812 WILLOWBROOK AVE (EAST)

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY CLOUD

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 53             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 47             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 2   |
| 42             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 1   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 1   |
| 40             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 0   |
| 39             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 3   |
| 38             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 1   |
| 37             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 2   |
| 36             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 7                 | 3   |
| 35             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  | 4                 | 5   |
| 34             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 8                 | 4   |
| 33             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 7                 | 4   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 9                 | 8   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 3                 | 10  |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  | 8                 | 7   |
| 29             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 6                 | 4   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |  |  |  | 7                 | 7   |
| 27             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 4                 | 3   |
| 26             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  | 4                 | 5   |
| 25             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |  |  |  | 4                 | 2   |
| 24             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |  |  |  | 7                 | 6   |
| 23             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  | 2                 | 8   |
| 22             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |  |  |  | 1                 | 6   |
| 21             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  | 2                 | 1   |
| 20             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 1   |
| 19             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |  |  |  | 3                 | 2   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
| 16             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 1                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 200               |     |

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: NORTH OF BENNETT ST

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 45             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 44             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 43             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 42             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 41             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 1   |
| 40             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 39             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 38             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 3                 | 5   |
| 37             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 2   |
| 36             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5                 | 4   |
| 35             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |   |  | 6                 | 5   |
| 34             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 5                 | 4   |
| 33             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 2                 | 6   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 13                | 11  |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12                | 8   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 16                | 8   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 6   |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 10                | 6   |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |   |  | 7                 | 9   |
| 26             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 4                 | 7   |
| 25             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 24             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4                 | 3   |
| 23             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 3   |
| 22             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 21             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 20             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 19             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 1   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): ALONDRA BLVD AND COMPTON BLVD

OBSERVATION POINT: SOUTH OF CYPRESS ST

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 47             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 44             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 43             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 42             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 41             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 40             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 39             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 38             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 37             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 0   |
| 36             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 35             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2                 | 1   |
| 34             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3                 | 3   |
| 33             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 1                 | 2   |
| 32             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6                 | 2   |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 7                 | 4   |
| 30             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 6                 | 3   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 7                 | 10  |
| 28             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 6                 | 8   |
| 27             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10                | 8   |
| 26             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 9                 | 8   |
| 25             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 9                 | 9   |
| 24             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 4                 | 12  |
| 23             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 3                 | 4   |
| 22             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  | 6                 | 11  |
| 21             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5                 | 3   |
| 20             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3                 | 3   |
| 19             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 6                 | 2   |
| 18             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 2                 | 4   |
| 17             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 2   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: SOUTH OF ELM ST

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   | TOTAL<br>VEHICLES |     |     |
|----------------|-------------------------|---|---|-------------------|-----|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |                   |     |     |
| 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                       | X |   | 0                 | 2   | 2   |
| 44             | X                       | X |   | 0                 | 2   | 2   |
| 43             | X                       | X | X | 1                 | 3   | 4   |
| 42             | X                       |   |   | 0                 | 1   | 1   |
| 41             | X                       | X | X | 0                 | 4   | 4   |
| 40             | X                       | X | X | 2                 | 4   | 6   |
| 39             | X                       | X | X | 4                 | 7   | 11  |
| 38             | X                       | X | X | 2                 | 8   | 10  |
| 37             | X                       | X | X | 6                 | 8   | 14  |
| 36             | X                       | X | X | 5                 | 9   | 14  |
| 35             | X                       | X | X | 18                | 8   | 26  |
| 34             | X                       | X | X | 8                 | 7   | 15  |
| 33             | X                       | X | X | 12                | 9   | 21  |
| 32             | X                       | X | X | 6                 | 6   | 12  |
| 31             | X                       | X | X | 10                | 7   | 17  |
| 30             | X                       | X | X | 7                 | 5   | 12  |
| 29             | X                       | X | X | 10                | 4   | 14  |
| 28             | X                       | X | X | 8                 | 4   | 12  |
| 27             | X                       | X | X | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 58             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 51             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 49             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 0   |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 1   |
| 46             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 45             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2                 | 0   |
| 44             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 2                 | 3   |
| 43             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 1   |
| 42             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  |  | 4                 | 6   |
| 41             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  |  |  |  | 4                 | 4   |
| 40             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  |  |  |  | 5                 | 3   |
| 39             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 7                 | 6   |
| 38             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 10                | 7   |
| 37             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 8                 | 9   |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 3                 | 8   |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 5                 | 6   |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 10                | 9   |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  |  |  |  | 10                | 7   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 4                 | 4   |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 8                 | 7   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  |  |  |  | 6                 | 10  |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  |  |  |  | 5                 | 6   |
| 28             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 1                 | 3   |
| 27             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 3                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  | 200               |     |

LIMITS (BTN): GREENLEAF BLVD AND ALONDRA BLVD

OBSERVATION POINT: SOUTH OF TICHENOR ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | TOTAL |     |          |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|-------|-----|----------|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | NB    | SB  | 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                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 1   | 3        |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   | 1        |
| 50             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 48             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 0     | 0   | 0        |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 46             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 1   | 2        |
| 45             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   | 1        |
| 44             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |   |  | 2     | 1   | 3        |
| 43             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 3     | 1   | 4        |
| 42             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 0   | 1        |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 4     | 2   | 6        |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 3     | 3   | 6        |
| 39             | X                       | X | X | X | X | X | X |   |   |   |   |   |   |   |   |  | 6     | 4   | 10       |
| 38             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 5     | 3   | 8        |
| 37             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |   |  | 10    | 5   | 15       |
| 36             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |   |  | 7     | 12  | 19       |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 11    | 14  | 25       |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 12    | 11  | 23       |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X | X |  | 10    | 13  | 23       |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |   |  | 4     | 11  | 15       |
| 31             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |   |  | 7     | 6   | 13       |
| 30             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |   |  | 4     | 2   | 6        |
| 29             | X                       | X | X | X | X | X |   |   |   |   |   |   |   |   |   |  | 4     | 3   | 7        |
| 28             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |   |  | 1     | 4   | 5        |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |   |  | 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

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | TOTAL<br>VEHICLES |     |
|----------------|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|-------------------|-----|
|                | NORTHBOUND+SOUTHBOUND   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | NB                | SB  |
| 65             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 64             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 63             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 62             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 61             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 60             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 59             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 58             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 57             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 56             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 55             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 54             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 53             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 52             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 51             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 50             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 1   |
| 49             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 48             | X                       |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 0   |
| 47             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 1   |
| 46             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 2   |
| 45             | X                       | X | X |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 1   |
| 44             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 4                 | 1   |
| 43             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 3   |
| 42             | X                       | X | X | X |   |   |   |   |   |   |   |   |   |   |  |  | 1                 | 3   |
| 41             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 5                 | 1   |
| 40             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 2                 | 3   |
| 39             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 3                 | 3   |
| 38             | X                       | X | X | X | X | X | X | X |   |   |   |   |   |   |  |  | 4                 | 7   |
| 37             | X                       | X | X | X | X | X | X | X | X |   |   |   |   |   |  |  | 3                 | 10  |
| 36             | X                       | X | X | X | X | X | X | X | X | X |   |   |   |   |  |  | 3                 | 11  |
| 35             | X                       | X | X | X | X | X | X | X | X | X | X |   |   |   |  |  | 5                 | 14  |
| 34             | X                       | X | X | X | X | X | X | X | X | X | X | X |   |   |  |  | 6                 | 10  |
| 33             | X                       | X | X | X | X | X | X | X | X | X | X | X | X |   |  |  | 13                | 4   |
| 32             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 9                 | 10  |
| 31             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 10                | 5   |
| 30             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 9                 | 3   |
| 29             | X                       | X | X | X | X | X | X | X | X | X | X | X | X | X |  |  | 11                | 2   |
| 28             | X                       | X | X | X | X |   |   |   |   |   |   |   |   |   |  |  | 2                 | 4   |
| 27             | X                       | X |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 2                 | 0   |
| 26             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 25             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 24             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 23             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 22             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 21             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 20             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 19             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 18             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 17             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 16             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
| 15             |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 0                 | 0   |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 100               | 100 |
|                |                         |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  | 200               |     |

LIMITS (BTN): COMPTON BLVD AND ROSECRANS AVE

OBSERVATION POINT: NORTH OF ELM ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>(MPH) | TOTAL VEHICLES SURVEYED                   |  | TOTAL<br>VEHICLES |
|----------------|-------------------------------------------|--|-------------------|
|                | NORTHBOUND+SOUTHBOUND                     |  |                   |
| 65             |                                           |  | 0                 |
| 64             |                                           |  | 0                 |
| 63             |                                           |  | 0                 |
| 62             |                                           |  | 0                 |
| 61             |                                           |  | 0                 |
| 60             |                                           |  | 0                 |
| 59             |                                           |  | 0                 |
| 58             |                                           |  | 0                 |
| 57             |                                           |  | 0                 |
| 56             |                                           |  | 0                 |
| 55             |                                           |  | 0                 |
| 54             |                                           |  | 0                 |
| 53             |                                           |  | 0                 |
| 52             |                                           |  | 0                 |
| 51             |                                           |  | 0                 |
| 50             |                                           |  | 0                 |
| 49             |                                           |  | 0                 |
| 48             |                                           |  | 0                 |
| 47             |                                           |  | 0                 |
| 46             | X                                         |  | 0                 |
| 45             |                                           |  | 0                 |
| 44             | X                                         |  | 1                 |
| 43             | X X X                                     |  | 3                 |
| 42             | X X X                                     |  | 2                 |
| 41             | X X X                                     |  | 1                 |
| 40             | X X X                                     |  | 1                 |
| 39             | X X X X X X X X X                         |  | 5                 |
| 38             | X X X X                                   |  | 2                 |
| 37             | X X X X X X X                             |  | 4                 |
| 36             | X X X X X X X X X X X X X X X X X         |  | 9                 |
| 35             | X X X X X X X X X X X X X X X X X X X     |  | 10                |
| 34             | X X X X X X X X X X X X X X X X X X X X   |  | 9                 |
| 33             | X X X X X X X X X X X X X X X X X         |  | 11                |
| 32             | X X X X X X X X X X X X X X X X           |  | 5                 |
| 31             | X X X X X X X X X X X X X X               |  | 8                 |
| 30             | X X X X X X X X X X X X X X X X X X X X X |  | 15                |
| 29             | X X X X X X X X                           |  | 4                 |
| 28             | X X X X X X X X X X X X X X               |  | 5                 |
| 27             | X X X X X X X X X X X                     |  | 5                 |
| 26             |                                           |  | 0                 |
| 25             |                                           |  | 0                 |
| 24             |                                           |  | 0                 |
| 23             |                                           |  | 0                 |
| 22             |                                           |  | 0                 |
| 21             |                                           |  | 0                 |
| 20             |                                           |  | 0                 |
| 19             |                                           |  | 0                 |
| 18             |                                           |  | 0                 |
| 17             |                                           |  | 0                 |
| 16             |                                           |  | 0                 |
| 15             |                                           |  | 0                 |
|                |                                           |  | 100               |
|                |                                           |  | 100               |
|                |                                           |  | 200               |

LIMITS (BTN): ROSECRANS AVE AND NORTH CITY LIMIT

OBSERVATION POINT: SOUTH OF 139TH ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

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<br>Frequency<br>120341 & 227227    | -.5%                  | +.5%                  | 4166 Hz                | Yes  |
| Radar Device Tuning<br>Fork                    | -1MPH                 | +1MPH                 | N/A                    | Yes  |
| Microwave Frequency<br>- Ka-Band               | -100MHz               | +100MHz               | 34.735GHz              | Yes  |
| Radiated Output<br>Power Variation             | -1.5dB                | +1.5dB                | +0.1                   | Yes  |
| Antenna Horizontal<br>Bandwidth Ka-Band        | -                     | 10°                   | 10°                    | Yes  |
| Low Voltage Supply                             | 5.7                   | 7.3V                  | 6.1                    | Yes  |
| Accuracy-Stationary<br>Mode                    | -2MPH                 | +1MPH                 | 0                      | Yes  |
| Accuracy-Moving<br>Mode                        | -2MPH                 | +2MPH                 | N/A                    | -    |
| Target Channel<br>Sensitivity                  | <10dB (35-<br>90 MPH) |                       | 2.8dB                  | Yes  |
| Antenna Near Field<br>Maximum Power<br>Density |                       | 1 dBm/cm <sup>2</sup> | -28.26/cm <sup>2</sup> | 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().

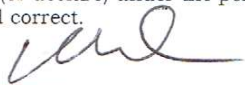
## Test Results

| 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/cm <sup>2</sup> | -21.35dBm/cm <sup>2</sup> | 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](http://www.SoCalRadar-laserCertificationLab.com)



**Willdan Engineering**

13191 Crossroads Pkwy N Suite 405  
City of Industry, CA 91746  
562.908.6200

**[www.willdan.com](http://www.willdan.com)**

**November 19, 2024**

**TO: MAYOR AND CITY COUNCIL MEMBERS**

**FROM: WILLIE A. HOPKINS JR.  
CITY MANAGER**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
APPROVING AN AMENDMENT TO THE POSITION CLASSIFICATION  
PLAN TO INCLUDE THE CLASSIFICATION SPECIFICATIONS OF  
WORKERS' COMPENSATION CLAIMS ADMINISTRATOR.**

### **SUMMARY**

The City Council will consider adopting a resolution amending the Position Classification Plan to include the classification specifications of Workers' Compensation Claims Administrator.

### **BACKGROUND**

The City Manager authorized a review of the City's current Position Classification Plan to include the position of Workers' Compensation Claims Administrator.

The Workers' Compensation Claims Administrator is responsible for managing the city's workers' compensation claims. As the demands of the role and regulatory requirements evolve, it is essential to review and update the job description to ensure that it remains relevant and attractive to potential candidates.

The job description previously required a "Self-Insurance Administrator's License." This requirement has been modified so that the license is now "desirable" rather than "required." This change is intended to broaden the pool of qualified candidates while still recognizing the value of this certification.

The position will now report to the City Manager, reflecting the strategic importance of workers' compensation management and ensuring direct oversight at the highest level of city administration.

These proposed changes were supported by stakeholders, including department heads and union representatives, and no objections were raised during the public hearing. Subsequent to conducting a properly noticed and public hearing pursuant to the provisions of Sections 1010 and 1103 of the Compton City Charter, the Personnel Board approved the proposed amendment to the Position Classification Plan to include the classification of Workers' Compensation Claim Administrator and recommended approval and adoption thereof to the City Council at its meeting conducted on June 6, 2024.

### **STATEMENT OF ISSUE**

After review, staff has determined it to be fair and necessary to amend the Position Classification Plan by adding the Workers’ Compensation Claims Administrator classification.

The proposed changes aim to ensure that the Workers’ Compensation Claims Administrator role remains aligned with the city’s organizational needs. By modifying the Self-Insurance Administrator’s License from a required certification to a desirable one, the city can attract a wider range of candidates while still prioritizing those with specialized skills in self-insurance administration.

These revisions will update the existing Position Classification Plan.

### **FISCAL IMPACT**

The salary range for the Workers’ Compensation Claims Administrator is 179 A.

The salary for the above new classification is already included in the City’s 2024-2025 Fiscal Year’s budget in the City Manager’s Office, 6300-51-000-4101, therefore no anticipated fiscal impact will result from approving the requested action.

### **RECOMMENDATION**

Staff recommends that the City Council adopt the attached Resolution.

**DONALD J. GRADY**  
**HUMAN RESOURCES DIRECTOR**

**APPROVED FOR FORWARDING:**

**WILLIE A. HOPKINS JR.**  
**CITY MANAGER**

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
APPROVING AN AMENDMENT TO THE POSITION CLASSIFICATION  
PLAN TO INCLUDE THE CLASSIFICATION SPECIFICATIONS OF  
WORKERS' COMPENSATION CLAIMS ADMINISTRATOR**

**WHEREAS**, the City of Compton periodically reviews and updates job descriptions to ensure they meet current needs and requirements; and

**WHEREAS**, the Workers' Compensation Claims Administrator position is critical to the effective management of the city's workers' compensation claims; and

**WHEREAS**, it is desirable to attract candidates with specialized knowledge in self-insurance administration; and

**WHEREAS**, the position's reporting department has been updated to reflect its importance within the city's organizational structure; and

**WHEREAS**, subsequent to conducting a properly noticed and public hearing pursuant to the provisions of Sections 1010 and 1103 of the Compton City Charter, the Personnel Board approved the proposed amendment to the Position Classification Plan to include the classification of Workers' Compensation Claims Administrator and recommended approval and adoption thereof to the City Council at its meetings conducted on June 6, 2024; and

**WHEREAS**, the salary range for the Workers' Compensation Claims Administrator is 179 A; and

**WHEREAS**, the salary for this new classification is already included in the City's 2024-2025 Fiscal Year budget in the City Manager's Office via code 6300-51-000-4101; therefore, no anticipated fiscal impact will result from approving this requested action.

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

**Section 1.** That the new classification specifications for the position of Workers' Compensation Claims Administrator are hereby approved and added to the Position Classification Plan of the City of Compton.

**Section 2.** That the salary range for the proposed classification is 179 A.

**Section 3.** That the salaries for the proposed classifications are included in the City's 2024-2025 Fiscal Year budget in the City Manager's Office.

**Section 4.** That a certified copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Clerk, City Controller, and the Human Resources.

**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    )       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 City 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



## City of Compton

### WORKERS' COMPENSATION CLAIMS ADMINISTRATOR

**Department:** City Attorney

**Class Code:**

1553

**Revised Date:** March 2009

**FLSA Status:**

Exempt

**Personnel Board Approved:** 10/01/09

**Bargaining Unit:**  
AFSCME 2325

**Council Approved:** 07/20/10  
*Resolution No. 23,161*

**GENERAL PURPOSE:** Under the general direction of the Risk Manager, plans, organizes and directs the administration of the Workers' Compensation program providing continuing control, supervision and management of employee injury and illness cases; and performs other related duties.

**SUPERVISION RECEIVED/EXERCISED:** Works under the general direction of the Risk Manager, serves as Risk Manager in his/her absence, and exercises supervision over subordinate professional, technical and support personnel.

#### PRIMARY DUTIES AND RESPONSIBILITIES:

*The following essential functions are those that are critical, integral, necessary, crucial, primary and fundamental to the job. Incumbents who possess the requisite skill, experience, education, and other job-related requirements of a position are expected to perform the essential functions of the job with or without a reasonable accommodation.*

*The following duties **ARE NOT** intended to serve as a comprehensive list of all duties performed by all employees in this classification, only a representative summary of the primary duties and responsibilities. Incumbent(s) may not be required to perform all duties listed and may be required to perform additional, position-specific duties.*

- Plans, organizes, and directs the activities of staff involved in investigating, adjusting and processing of workers' compensation claims.
- Coordinates the investigation of difficult, sensitive and/or complex claims, determines extent of liability and estimates settlement value of claims; recommends the settlement or denial of claims; makes adjustments and settles claims within assigned monetary authority level; and assesses facts and determines necessity for reporting claims to excess insurance carrier.
- Secures reimbursement of costs where recovery rights exist.
- Conducts audits and inspections of workers' compensation claims.
- Assists in reviewing employee accident and injury reports to determine frequency and loss trends and recommends methods or procedures for mitigation.
- Reviews and evaluates the results of pre-employment, annual and return-to-work medical examinations and makes appropriate recommendations.
- Develops, establishes, updates and reviews medical examination policy standards; evaluates, interprets and applies laws regarding the physical examinations of potential employees in determining job suitability and fitness.
- Monitors rehabilitation services and consults with physicians, service providers and department representatives to resolve claims including return-to-work and vocational rehabilitation plans, and disability retirement.
- Prepares and administers the annual budget for the workers' compensation program.
- Ensures compliance with rules and regulations governing Workers' Compensation benefits and self-insurance administration; reviews, evaluates, interprets and applies established law to Workers' Compensation and Safety Disability Retirement programs.

**City of Compton**  
**Workers' Compensation Claims Administrator**

**PRIMARY DUTIES AND RESPONSIBILITIES (Continued):**

- Coordinates Workers' Compensation program activities and services with those of other departments and outside agencies and organizations; provides staff assistance to the Risk Manager; prepares and presents staff reports and other necessary correspondence.
- Keeps abreast of new trends and innovations in the fields of worker's compensation, disability retirement and pre-employment medical standards.
- Represents the Department to other City departments, elected officials and outside agencies; explains and interprets departmental programs, policies and activities; investigates and resolves sensitive, significant, and controversial issues.
- Prepares, reviews and approves the formal performance evaluation of department staff, and coaches staff for improvement and development; initiates disciplinary action up to and including dismissal as required to correct behavior.
- Composes, reviews, edits and approves all reports including requests for Council action and weekly or monthly reports of departmental activity.
- Attends and participates in professional group meetings; stays abreast of new trends and innovations in the field of risk management.
- Performs related duties and responsibilities as assigned.

**MINIMUM QUALIFICATIONS:**

**Education and Experience:**

Possession of a Bachelor's degree from an accredited college or university in Business Administration, Public Administration or a related field; AND five (5) years progressively responsible experience in the administration of workers' compensation claims; OR an equivalent combination of training and experience. Public sector and/or self-insured employer workers' compensation claims experience and supervisory experience are preferred.

**Required Licenses or Certifications:**

- Must possess a valid California Class C Driver's License.
- Self-Insurance Administrator's License.

**Required Knowledge of:**

- City organization, operations, policies and procedures.
- City Code, City Ordinances, Standard Operating Manual, personnel policies and procedures, and applicable Memoranda of Understanding.
- Federal, state and local laws, codes and regulations related to workers' compensation and disability retirement, including the State of California Labor and Government Codes and Cal-OSHA regulations.
- Jurisdiction, functions and procedures of the Workers' Compensation Appeals Board (WCAB).
- Medical and technical terminology used in industrial injury and illness cases.
- Research methods and resources, including use of the Internet and report writing.
- Personal computers and computer software packages related to database, spreadsheet and word-processing applications.
- Principles and practices of organization, administration and personnel management.
- Principles and practices of budget preparation and administration.

**City of Compton**  
**Workers' Compensation Claims Administrator**

**Required Skill in:**

- Researching, evaluating and recommending policies and programs to comply with state laws and regulations.
- Understanding, interpreting, applying and explaining laws, codes, regulations, policies and procedures related to the Workers' Compensation program.
- Developing and administering budgets and monitoring expenditures.
- Supervising, leading, and delegating tasks and authority.
- Operating a personal computer utilizing standard and specialized software.
- Effective verbal and written communication.
- Establishing and maintaining effective working relationships with staff, City departments, elected officials, outside agencies, and the general public.

**Physical Demands / Work Environment:**

- Work is primarily performed in a standard office environment.
- Work may be performed outdoors with time spent in moderate to high temperatures (above 90 degrees).
- Work requires lifting, carrying, driving and on occasion climbing (up to 4 feet).
- Moderate finger dexterity and near vision is required.
- Work may involve exposure to wet surfaces, occasional loud noise and dust.



## City of Compton

### WORKERS' COMPENSATION CLAIMS ADMINISTRATOR

|                                                                           |                                 |        |
|---------------------------------------------------------------------------|---------------------------------|--------|
| Department: City <del>Attorney</del> Manager                              | Class Code:                     | 1553   |
| Revised Date: <del>March 2009</del> April 2024                            | FLSA Status:                    | Exempt |
| Personnel Board Approved: <del>10/01/09</del>                             | Bargaining Unit:<br>AFSCME 2325 |        |
| Council Approved: <del>07/20/10</del><br><del>Resolution No. 23,161</del> |                                 |        |

**GENERAL PURPOSE:** Under the general direction of the Risk Manager, plans, organizes and directs the administration of the Workers' Compensation program providing continuing control, supervision and management of employee injury and illness cases; and performs other related duties.

**SUPERVISION RECEIVED/EXERCISED:** Works under the general direction of the Risk Manager, serves as Risk Manager in his/her absence, and exercises supervision over subordinate professional, technical and support personnel.

#### PRIMARY DUTIES AND RESPONSIBILITIES:

*The following essential functions are those that are critical, integral, necessary, crucial, primary and fundamental to the job. Incumbents who possess the requisite skill, experience, education, and other job-related requirements of a position are expected to perform the essential functions of the job with or without a reasonable accommodation.*

*The following duties **ARE NOT** intended to serve as a comprehensive list of all duties performed by all employees in this classification, only a representative summary of the primary duties and responsibilities. Incumbent(s) may not be required to perform all duties listed and may be required to perform additional, position-specific duties.*

- Plans, organizes, and directs the activities of staff involved in investigating, adjusting and processing of workers' compensation claims.
- Coordinates the investigation of difficult, sensitive and/or complex claims, determines extent of liability and estimates settlement value of claims; recommends the settlement or denial of claims; makes adjustments and settles claims within assigned monetary authority level; and assesses facts and determines necessity for reporting claims to excess insurance carrier.
- Secures reimbursement of costs where recovery rights exist.
- Conducts audits and inspections of workers' compensation claims.
- Assists in reviewing employee accident and injury reports to determine frequency and loss trends and recommends methods or procedures for mitigation.
- Reviews and evaluates the results of pre-employment, annual and return-to-work medical examinations and makes appropriate recommendations.
- Develops, establishes, updates and reviews medical examination policy standards; evaluates, interprets and applies laws regarding the physical examinations of potential employees in determining job suitability and fitness.
- Monitors rehabilitation services and consults with physicians, service providers and department representatives to resolve claims including return-to-work and vocational rehabilitation plans, and disability retirement.
- Prepares and administers the annual budget for the workers' compensation program.
- Ensures compliance with rules and regulations governing Workers' Compensation benefits and self-insurance administration; reviews, evaluates, interprets and applies established law to Workers' Compensation and Safety Disability Retirement programs.

## **City of Compton**

### **Workers' Compensation Claims Administrator**

#### **PRIMARY DUTIES AND RESPONSIBILITIES (Continued):**

- Coordinates Workers' Compensation program activities and services with those of other departments and outside agencies and organizations; provides staff assistance to the Risk Manager; prepares and presents staff reports and other necessary correspondence.
- Keeps abreast of new trends and innovations in the fields of worker's compensation, disability retirement and pre-employment medical standards.
- Represents the Department to other City departments, elected officials and outside agencies; explains and interprets departmental programs, policies and activities; investigates and resolves sensitive, significant, and controversial issues.
- Prepares, reviews and approves the formal performance evaluation of department staff, and coaches staff for improvement and development; initiates disciplinary action up to and including dismissal as required to correct behavior.
- Composes, reviews, edits and approves all reports including requests for Council action and weekly or monthly reports of departmental activity.
- Attends and participates in professional group meetings; stays abreast of new trends and innovations in the field of risk management.
- Performs related duties and responsibilities as assigned.

#### **MINIMUM QUALIFICATIONS:**

##### **Education and Experience:**

Possession of a Bachelor's degree from an accredited college or university in Business Administration, Public Administration or a related field; AND five (5) years progressively responsible experience in the administration of workers' compensation claims; OR an equivalent combination of training and experience. Public sector and/or self-insured employer workers' compensation claims experience and supervisory experience are preferred.

##### **Required Licenses or Certifications:**

- Must possess a valid California Class C Driver's License.
- Self-Insurance Administrator's License is desirable.

##### **Required Knowledge of:**

- City organization, operations, policies and procedures.
- City Code, City Ordinances, Standard Operating Manual, personnel policies and procedures, and applicable Memoranda of Understanding.
- Federal, state and local laws, codes and regulations related to workers' compensation and disability retirement, including the State of California Labor and Government Codes and Cal-OSHA regulations.
- Jurisdiction, functions and procedures of the Workers' Compensation Appeals Board (WCAB).
- Medical and technical terminology used in industrial injury and illness cases.
- Research methods and resources, including use of the Internet and report writing.
- Personal computers and computer software packages related to database, spreadsheet and word-processing applications.
- Principles and practices of organization, administration and personnel management.
- Principles and practices of budget preparation and administration.

**City of Compton**  
**Workers' Compensation Claims Administrator**

**Required Skill in:**

- Researching, evaluating and recommending policies and programs to comply with state laws and regulations.
- Understanding, interpreting, applying and explaining laws, codes, regulations, policies and procedures related to the Workers' Compensation program.
- Developing and administering budgets and monitoring expenditures.
- Supervising, leading, and delegating tasks and authority.
- Operating a personal computer utilizing standard and specialized software.
- Effective verbal and written communication.
- Establishing and maintaining effective working relationships with staff, City departments, elected officials, outside agencies, and the general public.

**Physical Demands / Work Environment:**

- Work is primarily performed in a standard office environment.
- Work may be performed outdoors with time spent in moderate to high temperatures (above 90 degrees).
- Work requires lifting, carrying, driving and on occasion climbing (up to 4 feet).
- Moderate finger dexterity and near vision is required.
- Work may involve exposure to wet surfaces, occasional loud noise and dust.



## City of Compton

### WORKERS' COMPENSATION CLAIMS ADMINISTRATOR

|                           |                                 |        |
|---------------------------|---------------------------------|--------|
| Department: City Manager  | Class Code:                     | 1553   |
| Revised Date: April 2024  | FLSA Status:                    | Exempt |
| Personnel Board Approved: | Bargaining Unit:<br>AFSCME 2325 |        |
| Council Approved:         |                                 |        |

**GENERAL PURPOSE:** Under the general direction of the Risk Manager, plans, organizes and directs the administration of the Workers' Compensation program providing continuing control, supervision and management of employee injury and illness cases; and performs other related duties.

**SUPERVISION RECEIVED/EXERCISED:** Works under the general direction of the Risk Manager, serves as Risk Manager in his/her absence, and exercises supervision over subordinate professional, technical and support personnel.

#### PRIMARY DUTIES AND RESPONSIBILITIES:

*The following essential functions are those that are critical, integral, necessary, crucial, primary and fundamental to the job. Incumbents who possess the requisite skill, experience, education, and other job-related requirements of a position are expected to perform the essential functions of the job with or without a reasonable accommodation.*

*The following duties **ARE NOT** intended to serve as a comprehensive list of all duties performed by all employees in this classification, only a representative summary of the primary duties and responsibilities. Incumbent(s) may not be required to perform all duties listed and may be required to perform additional, position-specific duties.*

- Plans, organizes, and directs the activities of staff involved in investigating, adjusting and processing of workers' compensation claims.
- Coordinates the investigation of difficult, sensitive and/or complex claims, determines extent of liability and estimates settlement value of claims; recommends the settlement or denial of claims; makes adjustments and settles claims within assigned monetary authority level; and assesses facts and determines necessity for reporting claims to excess insurance carrier.
- Secures reimbursement of costs where recovery rights exist.
- Conducts audits and inspections of workers' compensation claims.
- Assists in reviewing employee accident and injury reports to determine frequency and loss trends and recommends methods or procedures for mitigation.
- Reviews and evaluates the results of pre-employment, annual and return-to-work medical examinations and makes appropriate recommendations.
- Develops, establishes, updates and reviews medical examination policy standards; evaluates, interprets and applies laws regarding the physical examinations of potential employees in determining job suitability and fitness.
- Monitors rehabilitation services and consults with physicians, service providers and department representatives to resolve claims including return-to-work and vocational rehabilitation plans, and disability retirement.
- Prepares and administers the annual budget for the workers' compensation program.
- Ensures compliance with rules and regulations governing Workers' Compensation benefits and self-insurance administration; reviews, evaluates, interprets and applies established law to Workers' Compensation and Safety Disability Retirement programs.

**City of Compton**  
**Workers' Compensation Claims Administrator**

**PRIMARY DUTIES AND RESPONSIBILITIES (Continued):**

- Coordinates Workers' Compensation program activities and services with those of other departments and outside agencies and organizations; provides staff assistance to the Risk Manager; prepares and presents staff reports and other necessary correspondence.
- Keeps abreast of new trends and innovations in the fields of worker's compensation, disability retirement and pre-employment medical standards.
- Represents the Department to other City departments, elected officials and outside agencies; explains and interprets departmental programs, policies and activities; investigates and resolves sensitive, significant, and controversial issues.
- Prepares, reviews and approves the formal performance evaluation of department staff, and coaches staff for improvement and development; initiates disciplinary action up to and including dismissal as required to correct behavior.
- Composes, reviews, edits and approves all reports including requests for Council action and weekly or monthly reports of departmental activity.
- Attends and participates in professional group meetings; stays abreast of new trends and innovations in the field of risk management.
- Performs related duties and responsibilities as assigned.

**MINIMUM QUALIFICATIONS:**

**Education and Experience:**

Possession of a Bachelor's degree from an accredited college or university in Business Administration, Public Administration or a related field; AND five (5) years progressively responsible experience in the administration of workers' compensation claims; OR an equivalent combination of training and experience. Public sector and/or self-insured employer workers' compensation claims experience and supervisory experience are preferred.

**Required Licenses or Certifications:**

- Must possess a valid California Class C Driver's License.
- Self-Insurance Administrator's License is desirable

**Required Knowledge of:**

- City organization, operations, policies and procedures.
- City Code, City Ordinances, Standard Operating Manual, personnel policies and procedures, and applicable Memoranda of Understanding.
- Federal, state and local laws, codes and regulations related to workers' compensation and disability retirement, including the State of California Labor and Government Codes and Cal-OSHA regulations.
- Jurisdiction, functions and procedures of the Workers' Compensation Appeals Board (WCAB).
- Medical and technical terminology used in industrial injury and illness cases.
- Research methods and resources, including use of the Internet and report writing.
- Personal computers and computer software packages related to database, spreadsheet and word-processing applications.
- Principles and practices of organization, administration and personnel management.
- Principles and practices of budget preparation and administration.

**City of Compton**  
**Workers' Compensation Claims Administrator**

**Required Skill in:**

- Researching, evaluating and recommending policies and programs to comply with state laws and regulations.
- Understanding, interpreting, applying and explaining laws, codes, regulations, policies and procedures related to the Workers' Compensation program.
- Developing and administering budgets and monitoring expenditures.
- Supervising, leading, and delegating tasks and authority.
- Operating a personal computer utilizing standard and specialized software.
- Effective verbal and written communication.
- Establishing and maintaining effective working relationships with staff, City departments, elected officials, outside agencies, and the general public.

**Physical Demands / Work Environment:**

- Work is primarily performed in a standard office environment.
- Work may be performed outdoors with time spent in moderate to high temperatures (above 90 degrees).
- Work requires lifting, carrying, driving and on occasion climbing (up to 4 feet).
- Moderate finger dexterity and near vision is required.
- Work may involve exposure to wet surfaces, occasional loud noise and dust.

**November 19, 2024**

**TO: HONORABLE MAYOR AND COUNCIL MEMBERS**

**FROM: CITY MANAGER**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RESCINDING RESOLUTION NO. 25,677 AND AUTHORIZING THE CITY MANAGER TO ESTABLISH THE CITY'S PURCHASING CARD ACCOUNTS THROUGH THE STATE OF CALIFORNIA'S CAL-CARD PROGRAM TO BE UTILIZED SOLELY AND EXCLUSIVELY FOR APPROVED CITY BUSINESS AND TO RECEIVE AND FILE THE CITY PURCHASING CARD POLICY**

### **SUMMARY**

The attached resolution rescinds Resolution No. 25,677 which established a City of Compton corporate credit card account and authorizes the City Manager to establish the City's purchasing card accounts through the State of California's Cal-Card purchase card program to be utilized solely and exclusively for approved City business, and to receive and file the City Purchasing Card Policy.

### **BACKGROUND**

On June 14, 2022, the City Council adopted Resolution No. 25,677 authorizing the City Manager to establish a corporate credit card account to conduct City business.

Per Resolution No. 25,677, the City Manager was authorized to reinstate a corporate credit card account, with a maximum credit limit of \$50,000, to conduct City business that includes, but is not limited to, authorized travel expenses and emergency situations where the timely provision of equipment or supplies may be critical. During transition in the City Manager's position, the corporate credit card account lapsed and was not reinstated by the Interim City Manager.

The City Manager is now seeking to implement the State of California's Cal-Card purchase card program which provides commercial card services programs to state and publicly funded local agencies. Cal-Card is Visa purchase card provided by a State of California leveraged procurement agreement (LPA) and offered to participating state and local government agencies. Cal-Card provides a flexible payment mechanism for the acquisition of goods and services with flexible spending limits and merchant category codes (MCC) for each card. Cards are issued in the name of the cardholder and billed to the agency. All participating agencies must adhere to all procurement laws, regulations, policies, procedures and best practices as indicated in the Cal-Card Participating Addendum. Individual state and local agencies may establish additional internal policies, procedures and limitations for cardholders, which staff has prepared within the credit

policy for proper internal controls and measures. The Cal-Card program has all of the benefits of the Corporate credit card with the added overlay of public sector purchasing guidelines and customized restrictions for each cardholder. Further, the program and cardholder restrictions can be adjusted to address any issues as they arise. The City's program administrator can manage restrictions, temporarily change credit limits and turn cards on and off as needed to address issues on a real-time basis, which is governed by the City Purchasing card policy (attached). The Cal-Card purchasing card program will initially be set up with a \$25,000 credit limit for the City Manager since the Manager may need additional purchasing card authority due to a broader range of uses he may need to authorize on behalf of the City from time to time. For additional card holders, the limits will be \$5,000 for Elected Officials, Assistant City Managers, and Department Directors. For authorized Assistant Department Directors, the limit will be \$2,500. For authorized Supervisors and the City Manager's Executive Secretary, the limit will be \$1,000. Additional cardholders may be added to the program or cardholders removed from the program as warranted. All cardholders will receive training regarding proper utilization of the Cal-Card program prior to dissemination of the purchasing cards. Additionally, written acknowledgement of training attendance will be collected before cards are distributed to card-holders.

For elected officials, use of the purchasing card shall be restricted to travel and training use only. When the elected official is not attending a scheduled travel or training function, the Cal-Card shall be maintained in the possession of the designated Cal-Card Account Manager for safekeeping purposes.

The Cal-Card purchasing card program is not intended to replace any of the City's purchasing policy or regulations, but rather augment the purchasing practices by creating efficiencies within the system. The Cal-Card program has robust internal controls in place that may go beyond what is required by the City. The City has the flexibility to tailor the program to the City's needs. The Cal-Card program is widely used by state and local agencies throughout the state to create efficiencies in the procurement processes for common or small dollar purchasing transactions.

### **STATEMENT OF THE ISSUE**

Currently, on numerous occasions, City employees have needed to use their personal credit cards to transact City business for a variety of purposes and then seek reimbursement. The Cal-Card purchasing card program will negate those problems. The use of the City's Cal-Card purchasing card may not be limited to travel and emergency situations, but, may include from time to time, all aspects of City business activity wherein the use of a credit card is necessary to efficiently transact the City's business. Further, to ensure that there will be no disruption in service, the Cal-Card is set up on auto pay. Activity reconciliations are performed monthly. The prior resolution number 25677 authorized a purchasing authority and credit card single transaction limit of \$25,000. It also established a monthly spending limit of \$50,000. The Cal-Card program is being established with a monthly spending limit of \$25,000.

### **FISCAL IMPACT**

The fiscal impact resulting from the utilization of the Cal-Card purchasing card will depend upon how the card is used. The intended use is for authorized travel and small purchases to augment and create efficiencies within the purchasing procedures. A \$25,000 monthly spending limit and individual card limits are set to limit utilization. All purchases made with the purchasing card are limited to preauthorized activity utilizing budgeted appropriations.

### **RECOMMENDATION**

The City Manager's Office recommends that City Council adopt the attached resolution rescinding Resolution No. 25,677 and authorizing the City Manager to do all things necessary to establish a purchasing card program through the State of California's Cal-Card program to be utilized solely and exclusively for approved City business.

**WILLIE A. HOPKINS  
CITY MANAGER**

Attachments

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
RESCINDING RESOLUTION NO. 25,677 AND AUTHORIZING THE CITY  
MANAGER TO ESTABLISH THE CITY'S PURCHASING CARD  
ACCOUNTS THROUGH THE STATE OF CALIFORNIA'S CAL-CARD  
PROGRAM TO BE UTILIZED SOLELY AND EXCLUSIVELY FOR  
APPROVED CITY BUSINESS AND TO RECEIVE AND FILE THE CITY  
PURCHASING CARD POLICY**

**WHEREAS**, on June 14, 2022, the City Council adopted Resolution No. 25,677 authorizing the City Manager to establish a corporate credit card account to conduct City business; and

**WHEREAS**, per Resolution no. 25,677, use of a corporate credit card account was authorized for the transaction of City Business. Specifically, the City Manager was authorized to use the City's corporate credit card account, with a maximum credit limit of \$50,000, to conduct City business which included, but was not limited to, authorized travel expenses and emergency situations when the timely provision of equipment or supplies may be critical; and

**WHEREAS**, the City Manager seeks to establish a purchasing card program utilizing the State of California's Cal-Card program offered to state and publicly funded agencies through a leveraged purchase agreement. Under this proposed program, the single transaction limit established for the City Manager of \$25,000, or lower limits for additional cardholders, would not require adoption by a separate resolution of the City Council; and

**WHEREAS**, the Cal-Card program provides a flexible payment mechanism for the acquisition of goods and services with flexible spending limits and merchant category codes for each card. Additionally, the program is established utilizing autopay and participating agencies must adhere to all procurement laws, regulations, policies, procedures and best practices as indicated in the Cal-Card Participating Addendum; and

**WHEREAS**, the Cal-Card program is not intended to replace any of the City's purchasing policies or regulations, but rather augment the purchasing practices by creating efficiencies within the system; and

**WHEREAS**, staff has deemed that an initial monthly spending limit of \$25,000 is reasonable, based upon estimated usage at this time, which may be adjusted within current purchasing policy spending limits based upon need and clarifies that the spending limit was approved at \$50,000 when presented previously in Resolution 25,677; and

**WHEREAS**, the City Manager requires City Council authorization to re-establish the City's corporate credit card account to be utilized solely and exclusively for approved City business.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON  
RESOLVES AS FOLLOWS:**

**SECTION 1.** That resolution No. 25,677 is hereby rescinded.

**SECTION 2.** That the City Manager is hereby authorized to establish the City of Compton's purchase card program through the State of California's Cal-Card program and do all things necessary to implement the program which is to be utilized solely and exclusively for approved City business.

**SECTION 3.** That funds for these expenditures are limited to a maximum single purchase transaction of \$25,000 and all procurement laws, regulations, policies and procedures as indicated in the Cal-Card Participating Addendum are to be adhered to,

and, also, that an initial monthly spending limit of \$25,000 is reasonable, based upon estimated usage at this time, which may be adjusted upward within current purchasing policy spending limits based upon need and clarifies that the spending limit was approved at \$50,000 when presented to City Council previously.

**SECTION 4.** That expenditures made through the Cal-Card program will be made exclusively for approved City business, and only to the extent that an unencumbered appropriation exists within the funding source and, further, that funds for payments in future fiscal years will be budgeted as needed.

**SECTION 5.** The City Manager, or the City Manager's designee, shall be recognized as the authorized Cal-Card Account Manager to administer the Cal-Card program account, and be responsible for ensuring payments are set up on auto pay, and made in accordance with the terms of the State of California's leveraged procurement agreement and Cal-Card program guidelines.

**SECTION 6.** That for elected officials, use of the purchasing card shall be restricted to travel and training use only. When the elected official is not attending a scheduled travel or training function, the Cal-Card shall be maintained in the possession of the designated Cal-Card Account Manager for safekeeping purposes.

**SECTION 7.** That the City Manager shall submit credit card reports for receive and file consideration by City Council quarterly.

**SECTION 8.** Receive and file the City Purchasing Card Policy attached.

**SECTION 9.** That a certified copy of this resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, and the City Clerk.

**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-**  
**ABSTAINS: COUNCIL MEMBERS-**

\_\_\_\_\_  
CITY CLERK OF THE CITY OF COMPTON

## **CITY OF COMPTON**



## **PURCHASING CARD POLICY**

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## **PURPOSE:**

The purpose of this policy is to establish a uniform policy and procedure for the use of the City's Cal-Card purchasing card to procure goods, travel, and travel related expenses. The State of California's Cal-Card purchase card program provides commercial card service programs to state and publicly funded local agencies. Cal-Card is Visa purchase card provided by a State of California leveraged procurement agreement (LPA) and offered to participating state and local government agencies. Cal-Card provides a flexible payment mechanism for the acquisition of goods and services with flexible spending limits and merchant category codes (MCC) for each card. Cards are issued in the name of the cardholder and billed to the agency.

All participating agencies must adhere to all procurement laws, regulations, policies, procedures and best practices as indicated in the Cal-Card Participating Addendum. Individual state and local agencies may establish additional internal policies, procedures and limitations for cardholders. The Cal-Card program has all of the benefits of the Corporate credit card with the added overlay of public sector purchasing guidelines and customized restrictions for each cardholder.

Further, the program and cardholder restrictions can be adjusted to address any issues as they arise. The City's program administrator can manage restrictions, temporarily change credit limits and turn cards on and off as needed to address issues on a real-time basis. The Cal-Card purchasing card program is not intended to replace any of the City's purchasing policy or regulations, but rather augment the purchasing practices by creating efficiencies within the system. The Cal-Card program has robust internal controls in place that may go beyond what is required by the City. The City has the flexibility to tailor the program to the City's needs. The Cal-Card program is widely used by state and local agencies throughout the state to create efficiencies in the procurement processes for common or small dollar purchasing transactions.

To ensure that there will be no disruption in service, the Cal-Card program is set up on auto pay. This is the State of California's preference and recommendation.

## **GENERAL POLICY:**

The purpose of this policy is to establish limitations under which the City staff may use the City's Cal-Card purchasing cards (the card) to purchase goods and services on behalf of the City and incur certain expenditures as authorized by the Cal-Card purchasing card Resolution No. 2 [REDACTED]. This policy is intended to ensure that:

- A.** The use of a purchasing card is accomplished in accordance with City's Purchasing policies, and is not intended to replace any of the purchasing policies or regulations, but rather, augment these practices by creating efficiencies within the purchasing system.
- B.** Appropriate internal controls are established when using the purchasing card so that it is used only for authorized purposes. The establishment of the City's purchasing card program is to provide a convenient method of purchasing and to reduce the need for purchase orders or the use of petty cash for certain travel-related expenditures and common or small dollar purchasing transactions. Each City staff member assigned a card is personally responsible for ensuring that the purchasing card is used appropriately.

## **PROVISIONS:**

### **Applicability:**

This policy applies to City staff who have been authorized by the City Manager to maintain a purchasing card as approved by City Council under Resolution No. 2 [REDACTED]. In all cases, City staff involved in the purchasing card cycle (the purchasing card cycle includes, planning for purchases, checking the budget, checking adherence to other city rules and regulations, reconciliation, reporting, payment of bills, etc..) are expected to exercise good judgment and follow all requirements of this policy in the type of purchases and expenses incurred, and for the accountability and payment procedures in place, respectively, while the City staff member maintains the purchasing card. If a staff member covered under this policy has questions regarding the application of this policy, the affected employee may contact the City Manager, Assistant City Manager, City Controller, or their respective designees.

For elected officials, use of the purchasing card shall be restricted to travel and training use only. When the elected official is not attending a scheduled travel or training function, the Cal-Card shall be maintained in the possession of the designated Cal-Card Account Manager for safekeeping purposes.

### **The Purchasing Card:**

The City Manager is responsible for the overall administration of the Cal-Card purchasing card program and shall approve the staff assigned use of a purchasing card. The card shall include the Employee's name, City's name, account number, and expiration date. No credit records, social security numbers, or other personal data of the staff member shall be maintained by the purchasing card issuer, except those required by law or for identification purposes. Any purchasing card transaction may require a merchant to ensure proper authorization. Thus, appropriate proof of identification must be presented upon request when utilizing the purchasing card.

### **Cardholder Spending Limits:**

Within the existing constraints of the purchasing policy and the City Manager's authorized spending limits, the City Manager shall set the maximum credit limit and dollar amount for each single purchase for each cardholder. The City Manager's "single purchase limit is \$25,000." The monthly spending limit is currently \$25,000 but may increase based upon approved credit (within Purchasing Policy limitations) if needed for the efficient administration of the purchasing card program. The purchasing cards shall be used for City purchases only. The card may not be used for personal purchases or expenses even if the employee subsequently reimburses the City.

Notwithstanding the procedures and limits in this policy, all applicable budget limits, purchasing limits, and authorization requirements shall continue to apply. Each cardholder is responsible for assuring that purchases are made within their stated purchasing card authority (and complying with all other provisions of this policy and the purchasing policy), regardless of the fact that the purchasing card may be accepted by a vendor or by the card issuer for a particular transaction.

The purchasing card that each cardholder receives shall have the employee's name embossed on it and may be used only by that employee. No other person is authorized to use the purchasing card. Any authorized or unauthorized use of the card is the cardholder's responsibility, except in cases where the card is lost or stolen. If a card is lost or stolen, a report shall be made within 1 business day to the City Manager, City Controller or their designees (Exhibit B). A report to the purchasing card issuer shall be made immediately by the cardholder and/or the City Controller or designee.

**Conditions for Use:**

- A. Use of the purchasing card must meet the following conditions:
- The cardholder shall obtain a copy of the credit card policy and shall be required to attend an orientation meeting conducted by the City Manager or designee, sign for the purchasing card, read and sign the purchasing card policy acknowledgement prior to receiving the purchasing card.
  - The total of a single purchase may comprise of multiple items but cannot exceed the authorized single purchase limit. Purchases are not to be split in order to stay within the single purchase limit.
  - All items purchased over the counter to be paid for using the purchasing card must be immediately available. No back-ordering is allowed, unless it is for a period not to exceed two (2) months and does not cross fiscal years.
  - Items purchased by telephone order that will not be confirmed with a written order and be paid for using the purchasing card should be delivered by the merchant within the 30-day billing cycle. If an order is on backorder, the reasons for the backorder should be documented together with the expected delivery date.
- B. When placing a telephone order to be paid for using the purchasing card, the cardholder shall:
- Confirm that the vendor agrees to charge the purchasing card when the shipment is made so that the receipt of the supplies may be certified on the City's monthly account statement.
  - Phone orders should be documented by the cardholder. All such documentation created or received, including emails or such other other documentation, is to be held until the monthly billing statement is received and then attached to the statement when it is submitted to the City Manager or designee for review and approval. The City Manager or designee must review the monthly billing statement to ensure that each telephone-initiated charge is properly supported and documented.
- C. When placing an internet order to be paid for using the purchasing card, the cardholder shall:
- Confirm that the vendor agrees to charge the purchasing card when the shipment is made so that the receipt of supplies may be certified on the monthly account statement.
- D. Special Approval Items: At the request of a cardholder, the City Manager may from time to time provide one-time approval before the cardholder purchases the following items with the purchasing card.
- Purchase of gasoline or oil for fleet vehicles.
  - Repair of fleet vehicles.
  - Purchase of clothing or footwear, except emergency situations when required for safety.
  - Purchase of printing or copying services.
  - Payments for training/conference fees where travel is not necessary.
  - Use during travel and lodging if the travel has been pre-approved by the City Manager or Council.

**Documentation, Reconciliation and Payments:**

Any time a purchase is made with the purchasing card, whether done over the counter, by telephone or via the internet, a receipt or other similar document shall be retained by the cardholder as proof of purchase and to provide back-up documentation, for the reconciliation of the purchase. The receipt or other similar document shall be used to verify the purchases shown on the monthly purchasing card statement. The receipt should be attached to the monthly statement and kept for the required period in compliance with the City of Compton's record retention policy. If, for any reason, the cardholder does not have documentation of the transaction to provide with the statement, the cardholder should attach an explanation that includes a description of the item, merchant name, date of purchase, amount of purchase, and reason for the lack of other supporting documentation.

**Card Restrictions:**

Certain types of transactions are prohibited using the purchasing card. The following list sets forth a (partial) list of prohibited purchases with the purchasing card:

- Cash advances through bank tellers or automated teller machines.
- Purchase of items stocked in the City Warehouse, (i.e., items kept in central stores or items for which the City has a centralized contract such as water supplies, paper, and postage), unless required in emergencies.
- Personal items even if the cardholder reimburses the City.
- The City Manager may promulgate additional regulations that further restricts or prohibits use of the credit card for certain purchases.

As a general rule, if cardholders are unsure whether the transaction is prohibited, the purchasing card should not be used to make the purchase. Use of the purchasing card for prohibited transactions may cause purchasing card privileges to be revoked and subject the cardholder to discipline up to and including termination.

**Payment and Invoice Policy:**

To ensure that there will be no disruption in service, the Cal-Card program is set up on auto pay. This is the State of California's preference and recommendation.

The City Manager or designee shall be responsible for reviewing all cardholder's purchasing card statements. The City Manager or designees shall resolve any questions on the purchases, but each cardholder is responsible for assigning account codes to each transaction and shall sign off on the statement indicating that each item has been reviewed and approved.

The purchasing card issuer will issue the "Statement of Account" based upon the same billing period each month. If applicable, the Statement of Account may also be available on-line through an on-line communication and reporting application provided by the purchasing card issuer. If available, the City Manager or designee may provide each cardholder with appropriate access to this online platform to review transactions.

Reconciled and properly approved purchases made by the cardholder may have payment issued by the City Controller's department, if not set up on auto pay. However, the purchasing card issuer mailing address, contact information, issuer W-9 form receipt as well as the certification and account coding assigned by the cardholder has to be completed for each transaction on the cardholder's statement before the request for

payment is submitted to the City Controller's department in compliance with the City Controller Department's Account Payable policies.

If the cardholder is absent from work (whether for travel or leave of absence) when the Statement of Account is issued and is not available to review the Statement or to assign the account codes, it shall be the responsibility of the cardholder to ensure that their superior, or superior's designee, review and approve each transaction on the monthly statement. The City Manager or designee shall provide overall review and approval of all transactions on all purchasing card statements. The City Manager or City Manager's designee shall either certify or dispute the transactions and then forward a copy of the signed statement to the City Controller's Department in accordance with the Accounts Payable policy. The designee must be of managerial level or above.

All the payment and invoice procedures described in this section shall be completed within one week of when the purchasing card issuer's (online) statement is available.

**Purchase Disputes:**

- If items purchased with the purchasing card are found defective or the repair or services faulty, the cardholder has the responsibility to return the item(s) to the merchant for replacement or to receive a credit on the purchase. If the merchant refuses to replace or correct the faulty item, then the purchase of this item will be considered to be in dispute.
- It is essential that the time frames and documentation requirements established by the purchasing card issuer be followed to protect the City's rights in dispute. Dispute policies and procedures issued by the purchasing card issuer shall be obtained by the City Manager or designee for dissemination as appropriate to cardholders and the City Controller or designee.
- In the event of a disputed transaction, the cardholder or City Controller or designee shall contact the purchasing card issuer at the phone number on the back of the card for guidance on a resolution. The cardholder and/or City Controller or designee shall also contact the Purchasing division, as appropriate, with the details of the dispute. Reference should be made to any contact with the vendor, names, telephone numbers, etc., that would be helpful in research of the dispute.
- The cardholder and/or City Controller or designee shall request and document any confirmation number provided by the purchasing card issuer's representative that receives the details of the dispute. The cardholder and/or City Controller or designee shall include and note this confirmation number on their monthly statement, as well as provide it to the Purchasing division, if appropriate, at the time of dispute.
- If fraud is suspected against the cardholder's purchasing card, it is the responsibility of the cardholder to immediately report it to the purchasing card issuer by calling the telephone number on the back of the purchasing card.
- The cardholder or designee shall be required to make a written report to the City Manager and City Controller or designee within 1 business day by completing the Fraud Report Form (Exhibit C). The form shall include the detailed information regarding the alleged fraud, the date it was discovered, and any other information that may be relevant to the incident.
- The cardholder shall alert the City Manager and City Controller or their designees to place a hold or cancel the purchasing card until the investigation is completed.
- Purchases/Charges against the purchasing card suspected to be fraudulent shall be assigned to a special General Ledger account until the investigation is completed.
- When reviewing the statement, the City Controller or designee should assign to the fraudulent charges as well as to the credit or negative amount, the same budget-unit and account code,

which will cancel out when posted to the general ledger. Therefore, the net charge to the budget unit shall be zero, when the charge is reversed by the purchasing card issuer.

### **Return of Purchasing Card after Separation from City:**

If the cardholder separates from the City, the purchasing card shall be collected and destroyed by the City Manager, CalCard Administrator, Human Resource Director or their respective designees. The Cal Card Administrator is responsible for collecting and destroying any purchasing cards for employees that have separated from service with the City. The Cal Card Administrator or designee shall contact the financial institution that issued the purchasing card and inform them that the purchasing card has been destroyed, if applicable.

### **Violations of Policy:**

Any cardholder/employee who violates any provision of this administrative regulation may be subject to discipline, up to and including termination of employment, in accordance with the existing disciplinary process for misconduct and misuse of City resources.

Should an elected official misuse the purchasing card, the elected official's purchasing card and purchasing card privileges will be cancelled and a report will be provided to City Council members detailing the misuse of City resources.

For any allegations of misuse of City resources that may be subject to criminal penalties for the cardholder/employee, a police report will be filed and the matter turned over to the Police department for further investigation.

### **Reporting:**

Per Resolution No. 2 [REDACTED], Section 7, "the City Manager shall submit credit card reports for receive and file consideration by City Council quarterly".

- On a quarterly basis the City Manager or designee shall compile a report or set of statements from the purchasing card issuer. The set of statements may be used as the content of the credit card report.
- The City Manager or designee shall be responsible for reviewing the purchasing card report for accuracy and reasonableness, and shall make comments or notes on the report as the City Manager or designee deems appropriate.
- The report shall include all purchasing card transactions for the most recent quarter.
- The report shall include a separate listing of any unpaid or disputed purchasing card transactions and the reasons the transactions remain unpaid and/or are disputed.
- Per Resolution No. 2 [REDACTED], Section 5, "The City Manager, or the City Manager's designee, shall be recognized as the authorized Cal-Card Account Manager to administer the Cal-Card program account, and be responsible for ensuring payments are set up on auto pay, and made in accordance with the terms of the State of California's leveraged procurement agreement and Cal-Card program guidelines.
- The City Manager or designee shall place the purchasing card report on the City Council's agenda as a "receive and file" action item in accordance with the City's existing Standard Operating Manual (SOM) procedures.

CITY OF COMPTON  
CARDHOLDER AGREEMENT

Please review terms stated below and sign per the enabling Resolution No. 25\_\_\_\_\_:

I certify that I have received and read a copy of the City' Purchasing Card Policy and that I have received Purchasing Card Number\_\_\_\_\_Expiration Date:\_\_\_\_\_.

I agree to use this card only for actual and necessary business expenses incurred by me and only by me as the authorized cardholder in accordance with the City's Purchasing Card Policy and the City's Purchasing Policy. I understand and acknowledge that the use of the card may not be delegated to anyone other than me as the cardholder.

I understand that transactions are limited as indicated below:

Single Purchase Limit: \$\_\_\_\_\_Card Limit: \$ \_\_\_\_\_

I understand that the purchasing card may only be used for official City business. I will not use the purchasing card to make unauthorized, prohibited or personal purchases. I understand that any misuse of the purchasing card may be subject to discipline up to and including termination and/or a violation of criminal law, in addition to restitution. I understand that any purchase that is in excess of the purchasing card dollar limits, and/or transaction limits, or outside of the approved commodity or merchant categories is unauthorized, as is use of the purchasing card by anyone other than myself. If, for any reason, I need to reimburse the City for charges made in error, I agree to reimburse the City within 30 days of such charge. If no reimbursement has been made within 30 days, I authorize the City to deduct the charges from my payroll check on a pay-date of the City's choosing.

I understand that I am responsible for the purchasing card's safekeeping at all times. I will immediately notify the purchasing card issuer, the Purchasing Card Administrator in the City Manager's Office and the Human Resources Department in the event that my credit card is lost or stolen, or if I believe the credit card has been used in a fraudulent manner.

I will review the monthly statement immediately upon receipt (or online). If I dispute a charge, I will immediately seek to resolve the problem with the vendor and follow the applicable Dispute procedures as stated in the Policy.

I understand that the City has the unconditional right to cancel the purchasing card issued to me at any time. In the event that the City cancels the purchasing card issued to me, or prior to separation from service, I will immediately cut it in half and return it to the Purchasing Card Administrator or designee. I understand that the credit card is valid only while I am employed with the City of Compton and that if I terminate my employment, I must relinquish the credit card to the Purchasing Card Administrator or designee, or the Human Resources Department.

Cardholder's Name \_\_\_\_\_ Department \_\_\_\_\_

Cardholder's Title \_\_\_\_\_ Date \_\_\_\_\_

Cardholder's Signature \_\_\_\_\_

**LOST/STOLEN CREDIT CARD REPORT**

Return report to: CITY MANAGER'S and/or CONTROLLER'S DEPT.

Submitted by: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

LOST/STOLEN CARD NUMBER:

DATE/TIME OF LOSS:

LOCATION OF LOSS:

PURCHASES MADE PRIOR TO LOSS:

1.

2.

3.

OTHER INFORMATION:

## EXHIBIT C:

**Return to: CITY MANAGER and/or  
CONTROLLER's DEPARTMENT**

| PURCHASING CARD FRAUD REPORT                        |  |                           |  |
|-----------------------------------------------------|--|---------------------------|--|
| Name of Cardholder                                  |  | Date Report Submitted     |  |
| Name of Supervisor                                  |  |                           |  |
| Last 4 Digits of the purchasing card Number         |  | Was the vendor contacted? |  |
| Detailed explanation: (use another sheet if needed) |  |                           |  |
|                                                     |  |                           |  |
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|                                                     |  |                           |  |
|                                                     |  |                           |  |
| Cardholder Signature                                |  | Date                      |  |

| Controller's Use Only |                     |      |                       |
|-----------------------|---------------------|------|-----------------------|
| Report Received By    | (Print Name & Sign) | Date | Date Report Received: |
| Action Taken:         |                     |      |                       |
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**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
RESCINDING RESOLUTION NO. 25,160 AND AUTHORIZING THE CITY  
MANAGER TO RE-ESTABLISH THE CITY'S CORPORATE CREDIT  
CARD ACCOUNT TO BE UTILIZED SOLELY AND EXCLUSIVELY FOR  
APPROVED CITY BUSINESS**

**WHEREAS**, on October 11, 2005, the City Council adopted Resolution No. 21,759 authorizing the City Manager to establish a corporate credit card account to conduct City business; and

**WHEREAS**, Per Resolution no. 25,160 the City shall have a corporate credit card account. Currently, the City Manager is authorized to use the City's corporate credit card account, with a maximum credit limit of \$50,000, to conduct City business that includes, but is not limited to, authorized travel expenses and emergency situations where the timely provision of equipment or supplies may be critical; and

**WHEREAS**, Per Resolution 25,001, the single transaction limit established for the City Manager that would not require adoption by a separate resolution of the City Council was \$25,000 or less. Additionally, the same Resolution 25,001 also establishes a single transaction limit of \$75,000 for the City Manager if the purchase is of urgent necessity for the preservation of life, health, property or fiscal stability.

**WHEREAS**, the conduct of City business relative to use of the City's corporate credit card is not limited to travel and emergency situations, but includes all aspects of City business activity wherein it is necessary for the use of a credit card to conduct transactions related to City operations on an as required and/or necessary basis; and

**WHEREAS**, The City Treasurer has represented that the City's current banking institution, Bank of the West, will not issue a corporate credit card without a current resolution. Therefore, staff is requesting to rescind the prior resolution No. 25,160, and to adopt a new resolution with the similar terms as resolution No. 25,160, however to more clearly indicate that the single transaction limit for the credit card should be \$25,000 (which is parallel to the Purchasing Resolution No. 25,001), and also make more clear that the monthly spending limit be \$50,000. Staff has deemed that a monthly spending limit of \$50,000 is reasonable, and clarifies the \$50,000 figure presented previously in Resolution 25,160; and

**WHEREAS**, identification of this use of the City's corporate credit card account in this resolution as a specific business activity will not require the issuance to the City of any additional cards by the credit card issuer, or for the existing card to be used by anyone other than the City Manager; and

**WHEREAS**, the City Manager requires City Council authorization to re-establish the City's corporate credit card account to be utilized solely and exclusively for approved City business.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON  
RESOLVES AS FOLLOWS:**

**SECTION 1.** That resolution No. 25,160 is hereby rescinded.

**SECTION 2.** That the City Manager is hereby authorized to re-establish the City of Compton's current corporate credit card account, with a maximum monthly credit limit of \$50,000.00, to be utilized solely and exclusively for approved City business.

**SECTION 3.** That funds for these expenditures are limited to the \$50,000 monthly spending limit and available pursuant to the City's purchasing policies and budget limitations.

**SECTION 4.** That funds for payments in future fiscal years will be budgeted as needed.

**SECTION 5.** The City Manager, or in the City Manager's absence, the Assistant City Manager, shall be recognized as the authorized Account Manager on the City's Corporate Credit Card account and responsible for ensuring payments are made in accordance with the credit agreement.

**SECTION 6.** That the City Manager shall submit credit card reports for receive and file consideration by City Council quarterly.

**SECTION 7.** That a certified copy of this resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, and the City Clerk.

**ADOPTED** this 14<sup>th</sup> day of JUNE, 2022.

  
**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, Alita Godwin, 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 14<sup>th</sup> day of JUNE, 2022.

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

|                  |                         |                                        |
|------------------|-------------------------|----------------------------------------|
| <b>AYES:</b>     | <b>COUNCIL MEMBERS-</b> | DUHART, SPICER, BOWERS, DARDEN, SHARIF |
| <b>NOES:</b>     | <b>COUNCIL MEMBERS-</b> | NONE                                   |
| <b>ABSENT:</b>   | <b>COUNCIL MEMBERS-</b> | NONE                                   |
| <b>ABSTAINS:</b> | <b>COUNCIL MEMBERS-</b> | NONE                                   |

  
**CITY CLERK OF THE CITY OF COMPTON**

**November 19, 2024**

**TO: HONORABLE MAYOR AND COUNCIL MEMBERS**

**FROM: CITY MANAGER'S OFFICE**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON  
PROCLAIMING NOVEMBER 30, 2024, AS "SMALL BUSINESS  
SATURDAY" IN THE CITY OF COMPTON**

### **SUMMARY**

This resolution is presented to the City Council for consideration and approval to proclaim the November 30, 2024, as "Small Business Saturday" in the City of Compton, as requested by Mayor Sharif.

### **BACKGROUND**

In 2010, in an effort to support local small businesses American Express launched "Small Business Saturday" to help drive more holiday shopping to small businesses. One year after the launch, local officials across the nation began to notice and promote the day. In 2011, the Senate unanimously passed a resolution in support of "Small Business Saturday" which is designated on the Saturday after Thanksgiving.

Falling between "Black Friday" and "Cyber Monday" "Small Business Saturday" is essential to the preservation of local small businesses that are vital to the local economy. When you support a local business, you are also supporting your city by the way of paying sales tax. The sales tax money is used to support public schools, parks, roads, as well as fund public service workers, like firefighters.

Small businesses are deeply engaged in their communities, so, supporting small businesses supports your local community. Sixty-eight cents of every dollar spent at a small business in the United States stays in the local community and every dollar spent at small businesses creates an additional forty-eight cents in local business activity as a result of employees and local businesses purchasing local goods and services.

The items found in small businesses are often made by hand in small batches, resulting in one-of-a-kind pieces. Local stores may also be able to offer customized products, hands-on service, and other personal touches that big box stores cannot.

Supporting local businesses where you live supports community development. By choosing to patronize our local restaurants, retail stores, manufacturers, and service provides during the holidays and beyond is crucial to our local economy.

**STATEMENT OF ISSUE**

“Small Business Saturday” is a day that has been observed annually to show a commitment, appreciation and support for local independently owned businesses and the City of Compton joins in with the nation in showing our appreciation.

**FISCAL IMPACT**

There is no fiscal impact in adopting this resolution.

**RECOMMENDATION**

Staff recommends 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  
PROCLAIMING NOVEMBER 30, 2024, AS “SMALL BUSINESS SATURDAY”  
IN THE CITY OF COMPTON

**WHEREAS**, in 2010, in an effort to support local small businesses American Express launched “Small Business Saturday” to help drive more holiday shopping to small businesses; and

**WHEREAS**, one year after the launch, local officials across the nation began to notice and promote the day. In 2011, the Senate unanimously passed a resolution in support of “Small Business Saturday” which is designated on the Saturday after Thanksgiving; and

**WHEREAS**, falling between “Black Friday” and “Cyber Monday” “Small Business Saturday” is essential to the preservation of local small businesses that are vital to the local economy; and

**WHEREAS**, when you support a local business, you are also supporting your city by the way of paying sales tax. The sales tax money is used to support public schools, parks, roads, as well as fund public service workers, like firefighters; and

**WHEREAS**, small businesses are deeply engaged in their communities, so supporting small businesses supports your local community; and

**WHEREAS**, sixty-eight cents of every dollar spent at a small business in the United States stays in the local community and every dollar spent at small businesses creates an additional forty-eight cents in local business activity as a result of employees and local businesses purchasing local goods and services; and

**WHEREAS**, the items found in small businesses are often made by hand in small batches, resulting in one-of-a-kind pieces. Local stores may also be able to offer customized products, hands-on service, and other personal touches that big box stores cannot; and

**WHEREAS**, supporting local businesses where you live supports community development. By choosing to patronize our local restaurants, retail stores, manufacturers, and service providers during the holidays and beyond is crucial to our local economy.

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

**SECTION 1.** That the City of Compton hereby declares its support of November 30, 2024, as “Small Business Saturday”.

**SECTION 2.** That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

**SECTION 3.** That a certified copy of this Resolution shall be filed in the offices of the City Clerk and City Manager.

**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 hereof 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