



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, January 25, 2022 at 6:30 p.m.

**NO IN PERSON MEETING
ZOOM & TELECONFERENCE ONLY
DIAL-IN-NUMBER: 1 (669) 900-6833
MEETING ID: 886 5794 0513
[https://us02web.zoom.us/j/886 5794 0513](https://us02web.zoom.us/j/886%205794%200513)**

I. Call To Order/Roll Call With Invocation & Pledge

CALL TO ORDER	Al Rios, Mayor
INVOCATION	Steve Costley, Interim Director of Parks & Recreation
PLEDGE OF ALLEGIANCE	Jessica Miranda, Senior Secretary, Administrative Services Department
ROLL CALL	Carmen Avalos, City Clerk

II. City Officials

MAYOR

Al Rios

CITY CLERK

Carmen Avalos

VICE MAYOR

Maria del Pilar Avalos

CITY TREASURER

Gregory Martinez

COUNCIL MEMBERS

Maria Davila

Denise Diaz

Gil Hurtado

INTERIM CITY MANAGER

Chris Jeffers

CITY ATTORNEY

III. Meeting Compensation Disclosure

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by City Council Members is \$650 monthly regardless of the amount of meetings.

IV. Proclamations, Certificates, Introductions And Ceremonial Actions

1. Presentation By East Los Angeles College President

The City Council will hear a presentation by East Los Angeles College President providing an update on the ELAC Campus. (CM)

2. Proclamation Declaring January 2022 As National Slavery And Human Trafficking Prevention Month

The City Council will issue a Proclamation declaring the month of January 2022, as Human Trafficking Awareness Month in the City of South Gate. (PD)

Documents:

[ITEM 2 REPORT 01252022.PDF](#)

3. Proclamation Declaring February 2022 As National Teen Dating Violence Prevention And Awareness Month

The City Council will issue a Proclamation declaring the month of February 2022, as Teen Dating Violence Awareness Month in the City of South Gate. (PD)

Documents:

[ITEM 3 REPORT 01252022.PDF](#)

4. Introduction Of New And Promoted Employees

The City Council will consider the list of new and promotional full-time employees hired or promoted during November and December 2021. (ADMIN SRVS)

Documents:

[ITEM 4 REPORT 01252022.PDF](#)

V. Public Hearings

None for tonight's meeting.

VI. Comments From The Audience

During this time, members of the public and staff may address the City Council regarding any items not listed on the agenda and within the subject matter jurisdiction of the City Council. Comments from the audience will be limited to five (5) minutes per speaker; unless authorized by the Mayor, the time limit may not be extended by utilizing another member's time. There will be no debate or action on items not listed on the agenda unless authorized by law.

Note: The City Council desires to provide all members of the public with the opportunity to address the Council. Nevertheless, obscene language, comments intended to disrupt or interfere with the progress of the meeting or slanderous comments will not be tolerated and may result in ejection and/or may constitute a violation of South Gate Municipal Code Section 1.04.110.

VII. Reports And Comments From City Officials

During this time, members of the City Council will report on matters pertaining to their service on various intergovernmental boards and commissions as a representative of the City pursuant to Assembly Bill 1234. City Council Members will also have an opportunity to comment on matters not on the agenda.

Following the City Council Members, reports and comments will be heard by the City Clerk, City Treasurer, City Manager and Department Heads.

VIII. Consent Calendar Items

Agenda Items **5, 6, 7, 8, 9, and 10** are consent Calendar Items. All items including Ordinances, Resolutions and Contracts, may be approved by adoption of the Consent Calendar, individually and collectively by one (1) motion. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request that specific items be removed from the Consent Calendar for separate discussion and action.

Any Motion to introduce or adopt an Ordinance on the Consent Calendar shall be: (1) a motion to waive the reading of the Ordinance and introduce the Ordinance or (2) a motion to waive the reading of the Ordinance and adopt the Ordinance, as appropriate.

5. Resolution Declaring The City's Intention To Grant A Franchise Agreement To Torrance Pipeline Company, LLC

The City Council will consider: (PW)

- a. Adopting a **Resolution** _____ declaring the City's intent to grant a ten-year franchise to Torrance Pipeline Company, LLC, that stipulates provisions for the use, maintenance, repair, replacement, relocation, or removal of a single pipeline beneath specified public streets, together with related appurtenances, for transmitting and distributing oil and oil products;
- b. Authorizing the Mayor to execute the Resolution in a form acceptable to the City Attorney,, and
- c. Approving the scheduling of a Public Hearing for February 22, 2022, to consider the introduction of an Ordinance granting the proposed franchise.

Documents:

[ITEM 5 REPORT 01252022.PDF](#)

6. Resolution Adopting The Approval Of A Notification Of Intent Related To SB 1383 And A Second Resolution Adopting The Approval Of The Submittal Of A Grant Application To The Local Assistance Grant Program

The City Council will consider: (PW)

- a. Adopting a **Resolution**_____ to adopt Notification of Intent to Comply with Senate Bill 1383 as necessary to comply with the requirements of Senate Bill 619;
- b. Adopting a Resolution authorizing submittal of an application to CalRecycle for the SB1383 Local Assistance Grant Program to secure \$127,658 in grant funds; and

c. Authorizing the Mayor to execute the Resolutions in forms acceptable to the City Attorney.

Documents:

[ITEM 6 REPORT 01252022.PDF](#)

7. Resolution Approving Final Map 83212 And A Subdivision Improvement Agreement For 8401 Quartz Avenue

The City Council will consider: (PW)

a. Adopting a **Resolution** _____ approving Final Parcel Map No. 83212 and Subdivision Improvements Agreement as necessary to approve a two-lot subdivision for the property located at 8401 Quartz Avenue; and

b. Authorizing the Mayor to execute the Resolution and Agreement in a form acceptable to the City Attorney.

8. Special Event License Agreement With Tweedy Mile Association To Hold The 2022 Azalea Car Show

The City Council will consider: (PARKS)

a. Approving a Special Event License Agreement with the Tweedy Mile Association to hold the Azalea Car Show Operations in South Gate Park on March 30, 2022; and

b. Authorizing the Director of Parks and Recreation to execute the Agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 8 REPORT 01252022.PDF](#)

9. Purchase Order For A Cab Tractor Triple Flail System Mower For The Parks & Recreation Department

The City Council will consider authorizing the issuance of a Purchase Order with Eberhard Equipment for the purchase of a Kubota Tractor with Triple Flail System Mower model M5-1 I IHDC-1C4 for the Parks & Recreation Department in the total amount of \$165,253.73. (PARKS)

Documents:

[ITEM 9 REPORT 01252022.PDF](#)

10. Engineering & Traffic Study For Speed Limits Report

The City Council will consider receiving and filing a four-year extension and certification of the Engineering and Traffic Survey for Speed Limits Report establishing speed limits for 49 major and collector roadways citywide to be in effect through and including December 31, 2025.
(PW)

Documents:

[ITEM 10 REPORT 01252022.PDF](#)

IX. Reports, Recommendations And Requests

11. Summary Report On Atlantic Corridor Master Plan

The City Council will consider receiving and filing the Atlantic Corridor Complete Street Evaluation and Master Plan report. (PW)

Documents:

[ITEM 11 REPORT 01252022.PDF](#)

12. Warrant Register For January 25, 2022

The City Council will consider: (ADMIN SVCS)

a. Approving the Warrants for January 25, 2022.

Total of Checks: \$2,257,320.09

Voids: (\$ 0.00)

Total Payroll Deductions: (\$346,948.23)

Grand Total: \$1,910,371,.86

Documents:

[ITEM 12 REPORT 01252022.PDF](#)

X. Adjournment

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda Addendum was posted January 20, 2022 at 7:15 a.m. as

required by law.

Carmen Avalos, CMC

City Clerk

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office

8650 California Avenue, South Gate, California 90280
(323) 563-9510 * fax (323) 563-5411 * www.cityofsouthgate.org

In compliance with the American with Disabilities Act, if you need special assistance to participate in the City Council Meetings, please contact the Office of the City Clerk.

Notification 48 hours prior to the City Council Meeting will enable the City to make reasonable arrangements to assure accessibility.

JAN 18 2022

3:00 pm

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022

Originating Department: Police

Department Director: Darren Arakawa City Manager: Chris Jeffers

SUBJECT: PROCLAMATION DECLARING THE MONTH OF JANUARY 2022 AS HUMAN TRAFFICKING AWARENESS MONTH

PURPOSE: To declare January 2022 as Human Trafficking Awareness Month as it is designated nationwide.

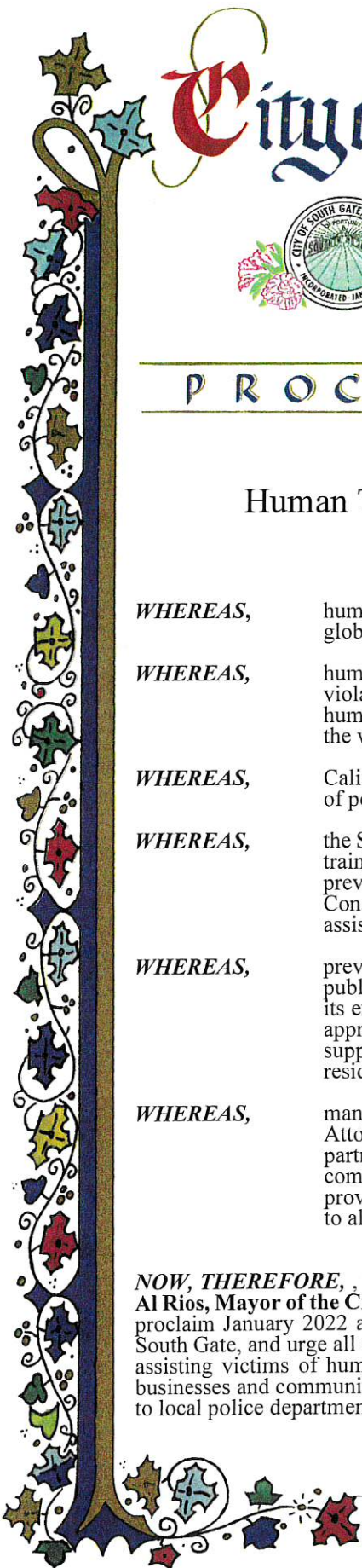
RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the month of January 2022, as Human Trafficking Awareness Month in the City of South Gate.

FISCAL IMPACT: No impact to the General Fund.

ANALYSIS: Human Trafficking Awareness Month sheds light on heinous crimes which erode personal dignity and destroys the moral fabric of society. It is an affront to humanity that tragically reaches all parts of the world, including communities across our Nation. Each day, in cities, suburbs, rural areas, and tribal lands, people of every age, gender, race, religion, and nationality are devastated by this grave offense. During Human Trafficking Prevention Month, we reaffirm our unwavering commitment to eradicate this horrific injustice.

BACKGROUND: This year marks nearly 22 years since the United States took decisive steps in the global fight against human trafficking by enacting the Trafficking Victims Protection Act of 2000 (TVPA) and nearly 17 years since the United States ratified the United Nations' Palermo Protocol to Prevent, Suppress, and Punish Trafficking in Persons, Especially Women and Children (Palermo Protocol). Both the TVPA and the Palermo Protocol established a comprehensive framework for combating human trafficking by launching prevention programs, creating victim protections, and advancing prosecutions under expanded criminal statutes to usher in the modern anti-trafficking movement domestically and globally. These two measures illustrate a global consensus on the issue, and yet, as a nation, we must continue to work proactively to foster a culture of justice and accountability for this horrific crime in the community.

ATTACHMENT: Proclamation



City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
Human Trafficking Awareness Month
January 2022

- WHEREAS,** human trafficking is the fastest growing criminal industry that globally affects people of all races, age, and gender; and
- WHEREAS,** human trafficking is a borderless crime against individuals that violates the most basic human rights, and deprives victims of human dignity and denies freedom to 32 million people around the world; and
- WHEREAS,** California ranks third in the Country in the number of reports of potential human trafficking; and
- WHEREAS,** the South Gate Police Department has and will continue to host trainings to identify victims of human trafficking and preventing youth from falling victim to sexploitation. Consistent vigilance is the key to combating predators and assisting human trafficking survivors; and
- WHEREAS,** preventing human trafficking in South Gate includes active public and private efforts to help recognize and acknowledge its existence; it is time for all of us to start conversations, take appropriate action by reporting to local law enforcement, and supporting one another to create a safer environment for all residents; and
- WHEREAS,** many organizations such as the Los Angeles County District Attorney's Office, the South Gate Police Department, and partnering nonprofit organizations such as Compator are committed to ending Human Trafficking in South Gate and providing essential crisis intervention and prevention services to all members of our community; and

NOW, THEREFORE, , be it proclaimed on this 25th day of January 2022, that **I, Al Rios, Mayor of the City of South Gate,** on behalf of the City Council, do hereby proclaim January 2022 as "Human Trafficking Awareness Month" in the City of South Gate, and urge all community members to support the efforts of the agencies assisting victims of human trafficking and urges all local governments, schools, businesses and community members to be aware and report any suspicious activity to local police departments and help shine a light on trafficking.

Al Rios, Mayor

CITY MANAGER'S OFFICE

City of South Gate

CITY COUNCIL

JAN 18 2022

3:00 pm

AGENDA BILL

For the Regular Meeting of: January 25, 2022

Originating Department: Police

Department Director: Darren Arakawa City Manager: Chris Jeffers

SUBJECT: PROCLAMATION DECLARING THE MONTH OF FEBRUARY AS TEEN DATING VIOLENCE AWARENESS MONTH

PURPOSE: To declare February 2022 as Teen Dating Violence Awareness Month as it is designated nationwide.

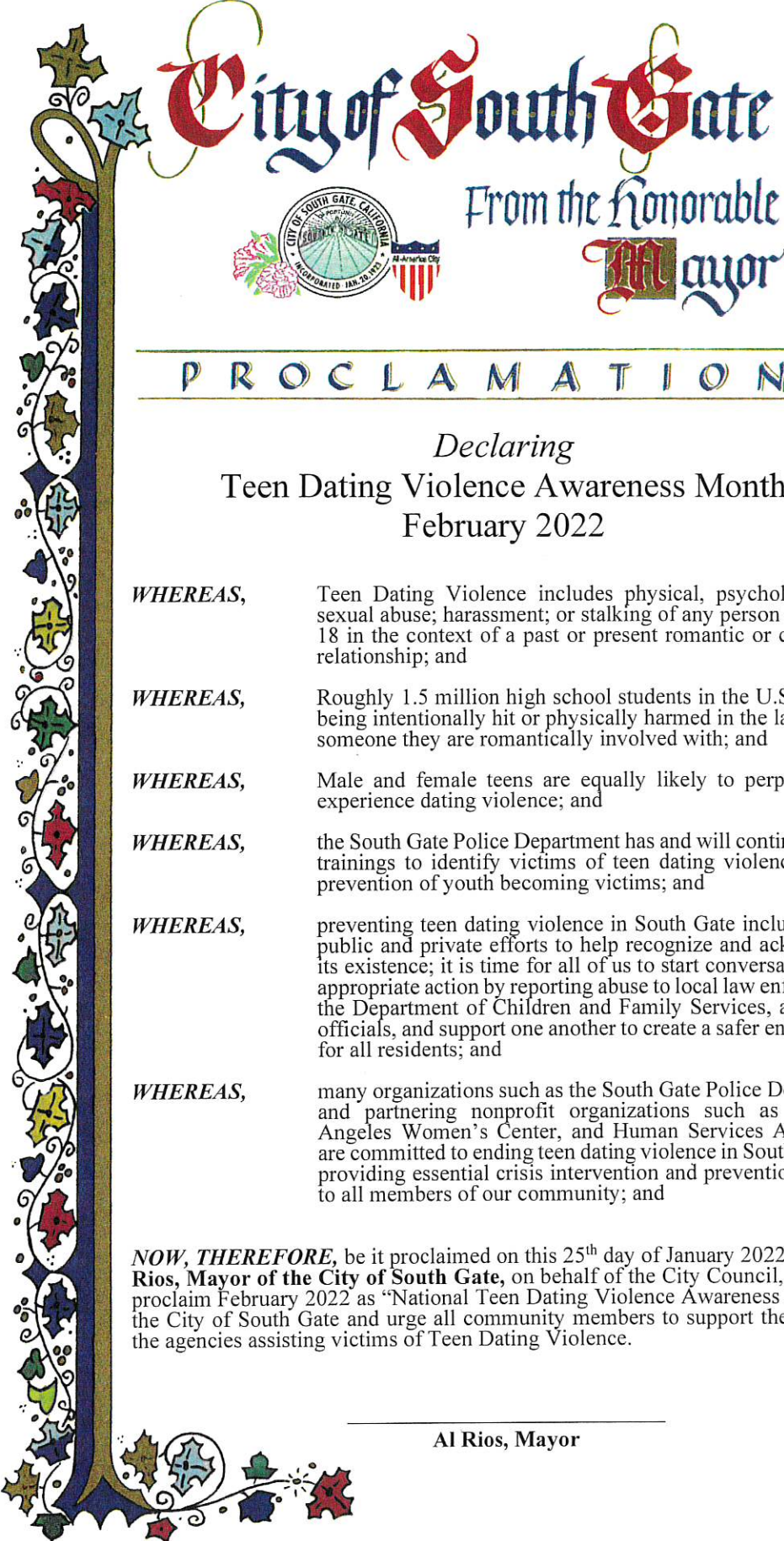
RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the month of February 2022, as Teen Dating Violence Awareness Month in the City of South Gate.

FISCAL IMPACT: No impact to the General Fund.

ANALYSIS: Teen Dating Violence Awareness Month sheds light on serious short-term and long-term consequences. While healthy relationships tend to have a positive effect on emotional development and future relationships, abusive relationships often do the opposite. Teen Dating violence victims are likely to experience suicidal thoughts, antisocial behaviors, depression and anxiety, and engage in unhealthy behaviors such as alcohol and drug use. Unfortunately, many cases go unreported because victims are afraid to tell their family and friends. During Teen Dating Violence Awareness Month, we reaffirm our unwavering commitment to educate young people about dating violence, teach healthy relationship skills, and prevent the devastating cycle of abuse.

BACKGROUND: For years, young people across the nation have organized to put a stop to dating abuse. With their adult allies, they achieved a major victory in 2005 when the importance of addressing teen dating abuse was highlighted in the reauthorization of the Violence Against Women Act. The following year, Congress followed the lead of dozens of national, state and local organizations in sounding the call to end dating abuse. Both Chambers declared the first full week in February "National Teen Dating Violence Prevention and Awareness Week." Then in 2010, they began dedicating the entire month of February to teen dating violence awareness and prevention.

ATTACHMENT: Proclamation



City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
Teen Dating Violence Awareness Month
February 2022

- WHEREAS,* Teen Dating Violence includes physical, psychological, or sexual abuse; harassment; or stalking of any person ages 12 to 18 in the context of a past or present romantic or consensual relationship; and
- WHEREAS,* Roughly 1.5 million high school students in the U.S. admit to being intentionally hit or physically harmed in the last year by someone they are romantically involved with; and
- WHEREAS,* Male and female teens are equally likely to perpetrate and experience dating violence; and
- WHEREAS,* the South Gate Police Department has and will continue to host trainings to identify victims of teen dating violence and the prevention of youth becoming victims; and
- WHEREAS,* preventing teen dating violence in South Gate includes active public and private efforts to help recognize and acknowledge its existence; it is time for all of us to start conversations, take appropriate action by reporting abuse to local law enforcement, the Department of Children and Family Services, and school officials, and support one another to create a safer environment for all residents; and
- WHEREAS,* many organizations such as the South Gate Police Department, and partnering nonprofit organizations such as East Los Angeles Women’s Center, and Human Services Association are committed to ending teen dating violence in South Gate and providing essential crisis intervention and prevention services to all members of our community; and

NOW, THEREFORE, be it proclaimed on this 25th day of January 2022, that **I, Al Rios, Mayor of the City of South Gate,** on behalf of the City Council, do hereby proclaim February 2022 as “National Teen Dating Violence Awareness Month” in the City of South Gate and urge all community members to support the efforts of the agencies assisting victims of Teen Dating Violence.

Al Rios, Mayor

JAN 18 2022


3:00pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022
Originating Department: Administrative Services

Department Deputy Director: 
Nellie Cobos

Interim City Manager: 
Chris Jeffers

SUBJECT: INTRODUCTION OF THE CITY'S NEW AND PROMOTIONAL FULL-TIME EMPLOYEES

PURPOSE: To introduce to the City Council the City's new and promotional full-time employees hired or promoted during November and December 2021.

RECOMMENDED ACTION: The City Council will consider the list of new and promotional full-time employees hired or promoted during November and December 2021.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: Following is a list of new and promotional full-time City employees who were hired or promoted during November and December 2021:

Employee	Title	Department	Division	Original Hire Date	Promo Date	Promoted From
Lorenzo Camargo	Assistant Engineer	Public Works	Engineer	02/19/19	11/22/21	Eng Tech
Luis Franco	Meter Reader I	Public Works	Water	02/16/21	11/08/21	Maint Helper/Hrly
Jessica Miranda	Senior Secretary	Admin Services	Finance	07/11/11	12/05/21	Secretary
Raymond Lam	Human Resources Technician	Admin Services	Human Resources	11/08/21		
Meredith Elguira	Director of Comm Dev	Comm Dev	Admin	11/29/21		

Norma Hernandez	Assistant Planner	Comm Dev	Planning	12/06/21		
Leslie Medina	Code Enforcement Supervisor	Comm Dev	Code Enforcement	12/11/17	11/07/21	Senior Code Enf Officer
Salomon Lopez	Recreation Specialist	Parks & Rec	Sports Center	11/29/21		
Darren Arakawa	Chief of Police	Police	Admin	06/14/92	11/02/21	Police Captain
Oliver Perez	Police Officer	Police	Patrol	05/10/21	11/08/21	Police Recruit
David Sanchez	Police Sergeant	Police	Patrol	02/24/06	11/21/21	Police Officer
Edward Perez	Police Captain	Police	Services	03/19/95	11/21/21	Police Lt
James Chavez	Police Lieutenant	Police	Patrol	02/02/04	11/21/21	Police Sergeant
Dominique K. Hunter	Police Dispatcher	Police	Patrol	03/06/20	12/05/21	Police Records Specialist

ATTACHMENT: Power Point Presentation



City of
South Gate



INTRODUCTION OF THE CITY'S NEW & PROMOTIONAL FULL-TIME EMPLOYEES





Public Works

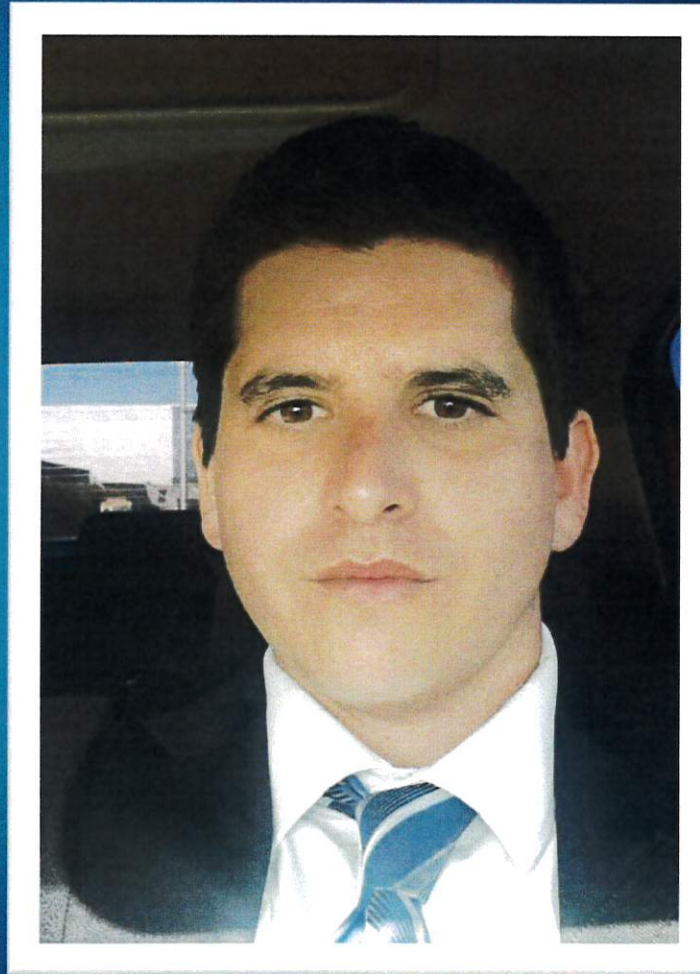
Lorenzo Camargo

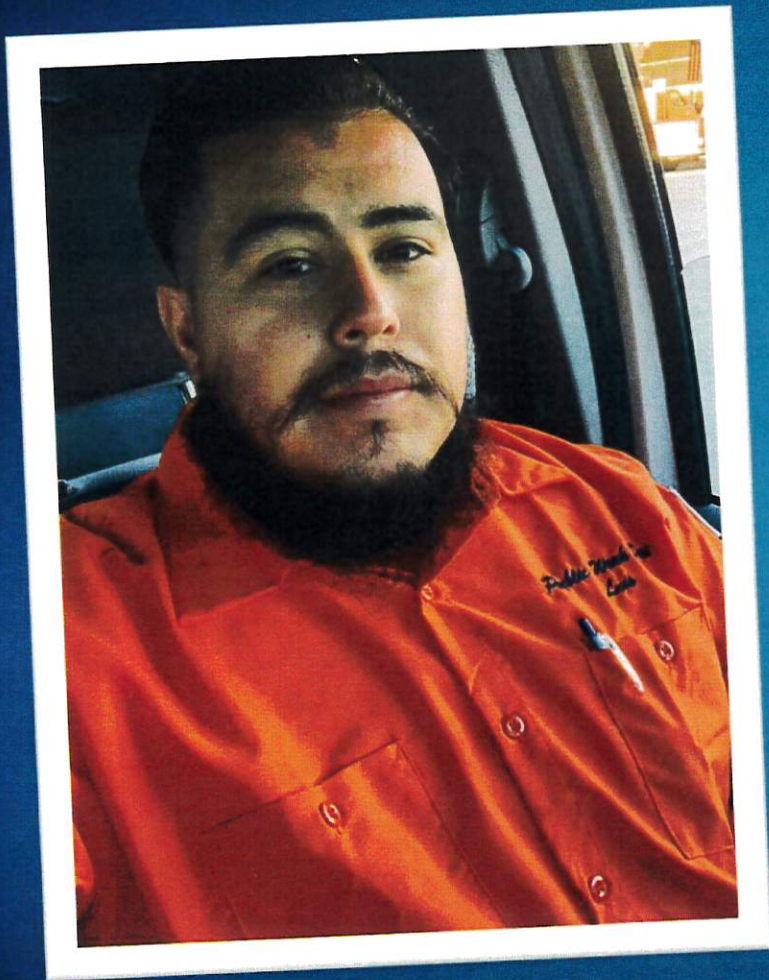
Assistant Engineer

Public Works

Promotion Date: 11/22/21

Original Hire Date: 2/19/19





Luis Franco

Meter Reader I

Public Works

Promotion Date: 11/8/21

Original Hire Date: 2/16/21



Administrative Services



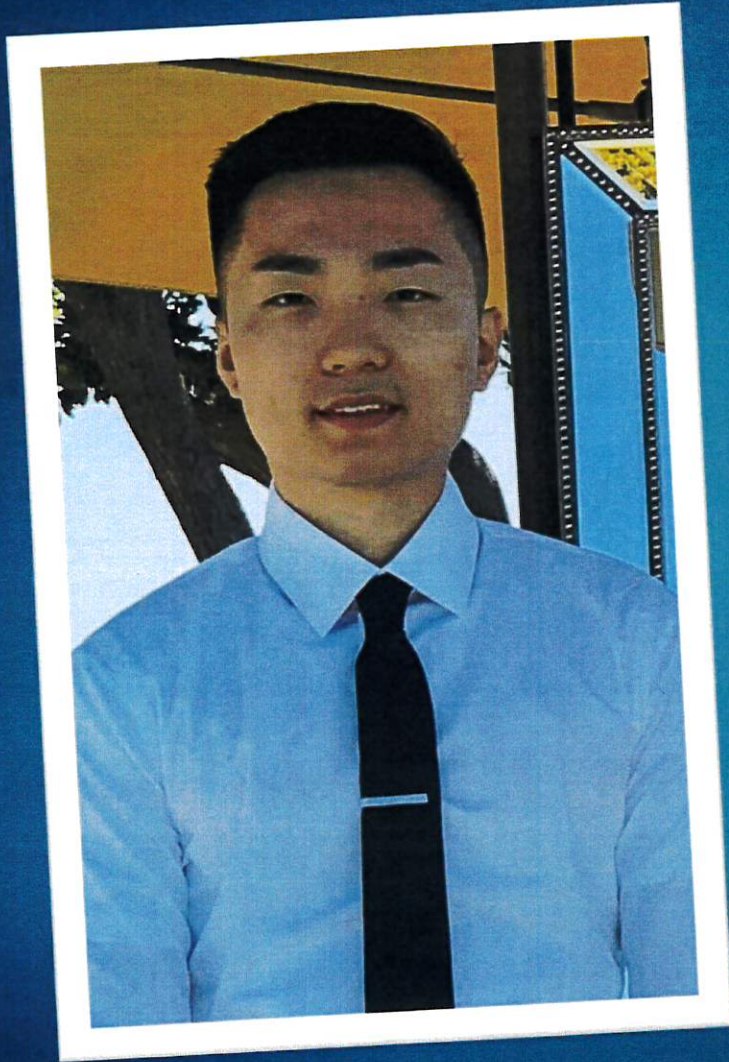
Jessica Miranda

Senior Secretary

Administrative Services

Promotion Date: 12/5/21

Original Hire Date: 7/11/11



Raymond Lam

Human Resources Technician

Administrative Services

Hire Date: 11/8/21



Community Development

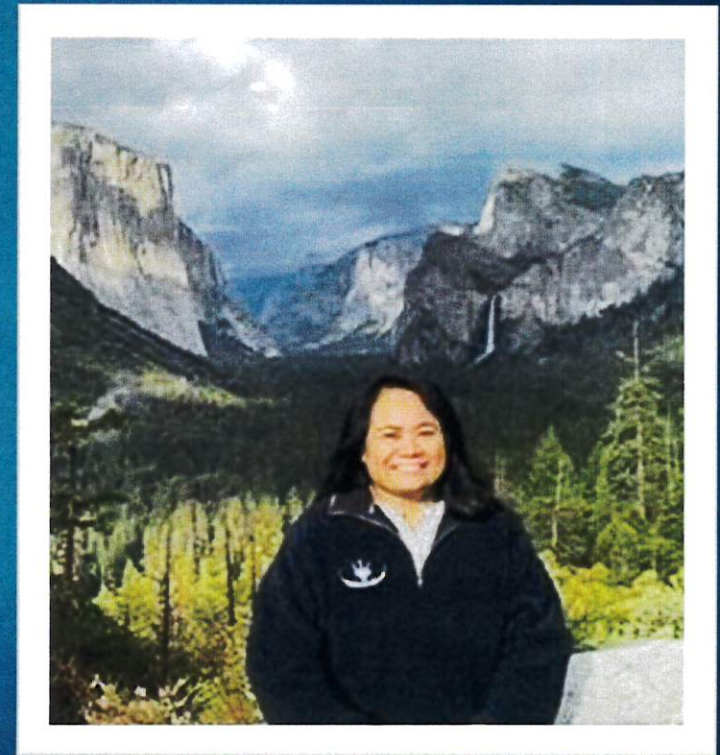


Meredith Elguira

Director of Community Development

Community Development

Hire Date: 11/29/21



Norma Hernandez

Assistant Planner

Community Development

Hire Date: 12/6/21





Leslie Medina

Code Enforcement Supervisor

Community Development

Promotion Date: 11/7/21

Original Hire Date: 12/11/17



Parks & Recreation



Salomon Lopez
Recreation Specialist
Parks & Recreation
Hire Date: 11/29/21



Police



Darren Arakawa

Chief of Police
Police

Promotion Date: 11/2/21

Original Hire Date: 6/14/92





Oliver Perez

Police Officer

Police

Promotion Date: 11/8/21

Original Hire Date: 5/10/21



David Sanchez

Police Sergeant

Police

Promotion Date: 11/21/21

Original Hire Date: 2/24/06



Edward Perez

Police Captain

Police

Promotion Date: 11/21/21

Original Hire Date: 3/19/95



James Chavez

Police Lieutenant
Police

Promotion Date: 11/21/21

Original Hire Date: 2/2/04



Dominique Hunter

Police Dispatcher

Police

Promotion Date: 12/5/21

Original Hire Date: 3/6/20



Thank You

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **January 25, 2022**

Originating Department: **Public Works**

Department Head:



Arturo Cervantes

Interim City Manager:



Chris Jeffers

SUBJECT: RESOLUTION DECLARING THE CITY’S INTENTION TO GRANT A FRANCHISE AGREEMENT TO TORRANCE PIPELINE COMPANY, LLC

PURPOSE: The City regulates utility companies that have facilities that occupy the City’s public right-of-way through franchise agreements. Torrance Pipeline Company, LLC (TPC) is seeking renewal of a 10-year franchise agreement for an existing pipeline known as Pipeline No. M-145 (Pipeline), which was previously covered under Ordinance No. 2329. As the first step in the process, state law requires adopting a resolution declaring the City’s intention to grant a franchise agreement pursuant to a public hearing.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Adopting a Resolution declaring the City’s intent to grant a ten-year franchise to Torrance Pipeline Company, LLC, that stipulates provisions for the use, maintenance, repair, replacement, relocation, or removal of a single pipeline beneath specified public streets, together with related appurtenances, for transmitting and distributing oil and oil products;
- b. Authorizing the Mayor to execute the Resolution in a form acceptable to the City Attorney; and
- c. Approving the scheduling of a Public Hearing for February 22, 2022, to consider the introduction of an Ordinance granting the proposed franchise.

FISCAL IMPACT: There is no impact to the General Fund. If the City Council adopts the Ordinance granting the franchise, TPC will pay the City a granting fee and annual fees for a grand total of \$550,543, as summarized below.

	Annual Fees	Granting Fee	Total
Year 1	\$53,760	\$12,943	\$66,703
Year 2 to 10	\$53,760 Yearly		\$483,840
Total	\$537,600	\$12,943	\$550,543

The granting fee is consistent with Section 13.10.010 (Rates – General), of Chapter 13.10 (Compensation), Division 1 (Oil, Gas, and Water Pipelines, of Title 13 (Franchises) of the South Gate Municipal Code. The annual rate is set in compliance with California Public Utilities Code

6231.5 subsection (e)(2), which applies to utility pipelines that are not publicly owned. It authorizes an annual franchise fee in an amount agreed to by the applicant and the municipality, or an annual franchise fee computed by multiplying the sum of one-half of the nominal internal diameter of the pipe, expressed in inches, by the number of lineal feet of the pipe within the public streets, ways, alleys, or other public places within the municipality. Staff recommends the latter, formula-based option. As such, the \$53,760 annual fee was arrived to by using the formula as follows: $0.5 \times (\text{Pipeline Diameter } 12\text{-inch}) \times (\text{Pipeline Length } 8,960 \text{ feet})$.

ANALYSIS: On September 13, 2016, the City Council adopted Ordinance No. 2329 granting TPC a Franchise Agreement. The agreement authorized TPC to maintain and operate the Pipeline, which consists of approximately 1.7 miles (8,960 feet) of active 12-inch diameter pipes (identified by TPC as Pipeline No. M-145). The Pipeline is the only active line owned by TPC in the City. Ordinance No. 2329 expired on September 13, 2021. The new Franchise Agreement term is for 10 years, commencing retroactively from September 13, 2021, and continuing through September 13, 2031.

The proposed Franchise Agreement is identical to the current Franchise Agreement with the exception of its effective period, term, and fees. Highlights of the proposed Franchise Agreement include:

- A 10-year term from September 13, 2021 to September 13, 2031.
- Terms and conditions which are in accordance with California Public Utilities Code Section 6201 and Ordinance.
- Pipeline maintenance in accordance with all city, county, state and federal ordinances, statutes, rules, regulations, and other laws.
- Establishing liability insurance, bond, and indemnity requirements.
- Setting the franchise payment, and the rules and requirements under which the TPC franchise will be required to operate.

The pipeline is located within 500 feet of the East Los Angeles Community College expansion development project, Southeast High School and Simon Rodia Continuation School. The safety standard referenced in the Franchise Agreement requires the operation of the Pipeline in accordance with Government Code Section 51010. Under this code, the State Fire Marshall exercises exclusive safety regulatory and enforcement authority over hazardous liquid pipelines and may implement the federal Hazardous Liquid Pipeline Safety Act (49 U.S.C. Sec. 2001 et seq.) and federal pipeline safety regulations, as necessary to obtain annual federal certification. Thus, the Pipeline must be used, operated, repaired, or modified in accordance with the safety regulations set by the California State Fire Marshal, further, and/or Chief of Los Angeles Fire Department in accordance with Chapter 13.14 (Special Provisions for Oil Pipelines, Division 1 (Oil, Gas and Water Pipelines), of Title 13 (Franchises) of the South Gate Municipal Code. The State Fire Marshal is further required to annually inspect the Pipeline to ensure compliance with laws and regulations. TPC is required to submit certified test results for the pipeline subject to the provision of the Pipeline Safety Act of 1981.

BACKGROUND: Pipeline No. M-145 transports refined oil product from the Torrance Refinery to the Vernon Terminal through the City of South Gate. This pipeline is located beneath (a) Santa Fe Avenue, from Independence Avenue to Southern Avenue, (b) beneath Southern Avenue, from Santa Fe Avenue to Alameda Street, and (c) beneath Alameda Street, from Southern Avenue to Seminole Avenue, for a continuous stretch.

Before the City Council can grant a Franchise Agreement, California Public Utility Code Sections 6232 *et seq.* require a public hearing and adoption of a Resolution declaring the City Council's intention to grant the franchise. The proposed Resolution (a) states the City's actions are in accordance with the Public Utility Code, (b) identifies the term (10 years), the expiration date, and the pipeline, (c) sets terms and conditions in accordance with California Public Utilities Code and Ordinance No. 2329, (d) sets the annual franchise payments, (e) sets rules and conditions under which TPC franchise must operate the pipelines, and (f) sets the Public Hearing for February 22, 2022.

The schedule for issuing the Franchise Agreement is as follows:

1. January 25, 2022 – Adopt a Resolution declaring its intention to grant a ten-year term franchise agreement to TPC.
2. February 22, 2022 – Hold a public hearing and introduce an Ordinance granting a ten-year franchise agreement to TPC. At the conclusion of the hearing, the City may overrule, deny, or deem insufficient any written protests, and may then grant the franchise.
3. March 8, 2022 – Adopt the Ordinance.

TPC is requesting that the franchise for Pipeline No. M-145 (Ordinance No. 2329) be renewed, which is recommended for the reasons following:

- Granting the Franchise Agreement to TCP will automatically bestow rights upon the City and create obligations that must be performed by TCP for the benefit of the City, pursuant to Article 4 (Public Utilities Code §§ 6291 through 6302) of California's Franchise Act of 1937, including the following:
 - The City shall have the right to terminate the franchise and/or sue TPC for any failure to properly perform TCP's obligations under the franchise.
 - Requires TCP to comply with ordinances and policies adopted by the City Council relative to the location and maintenance of the Pipeline and any appurtenances.
 - Provides compensation to the City for the cost of any repairs to public property made necessary by TCP's operations under the franchise.
 - Requires TCP to indemnify and defend the City from and against damages resulting from TCP's operations under the franchise.
 - Obligates TCP, at its expense, to remove and relocate the Pipeline where necessary due to changes of grade, alignment, or width of public streets.
 - Obligates TCP to notify the City upon any sale, transfer, assignment or lease of the franchise or any rights granted thereunder.

- Requires TPC to provide a corporate surety bond, savings and loan certificates or shares which the City can use as liquidated damages should TPC fail to fulfill the Franchise Agreement requirements.
- As noted above, the Franchise Agreement requires TPC to file annual reports with the City confirming the maintenance and operation of the Pipeline is in compliance with federal and state law. The letter dated October 22, 2021 from the State Fire Marshall (Department of Forestry and Fire Protection, Office of the State Fire Marshal, Pipeline Safety Division) indicates that TCP has maintained and operated the Pipeline in compliance with federal and state laws and regulations, and that the State Fire Marshal's most recent inspection of the Pipeline on December 19, 2019 found no violations of the California Pipeline Safety Act or the U.S. Department of Transportation's Code of Federal Regulations.
- The granting fee and annual fees will be paid to the City if the proposed Franchise Agreement is approved.

Compliance with CEQA: Pipeline M-145 is determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 of the CEQA Guidelines. Section 15301 provides for exemption of the proposed pipeline franchise, because the project consists of the operation of existing facilities, involving negligible or no expansion of an existing use.

ATTACHMENTS:

- A. Proposed Resolution
- B. Proposed Ordinance
- C. Ordinance No. 2329
- D. Letter from the Office of State Fire Marshall
- E. Location Map

KT:lc

RESOLUTION NO. _____

CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DECLARING THE CITY'S INTENTION TO GRANT A 10-YEAR FRANCHISE TO TORRANCE PIPELINE COMPANY LLC, A DELAWARE LIMITED LIABILITY COMPANY, TO USE, MAINTAIN, REPAIR AND REPLACE A SINGLE PIPELINE BENEATH SPECIFIED PUBLIC STREETS, TOGETHER WITH RELATED APPURTENANCES, FOR TRANSMITTING AND DISTRIBUTING OIL AND OIL PRODUCTS AND SCHEDULING A PUBLIC HEARING FOR FEBRUARY 22, 2022, TO CONSIDER THE INTRODUCTION OF AN ORDINANCE GRANTING THE PROPOSED FRANCHISE

WHEREAS, on September 13, 2016, the City Council adopted Ordinance No. 2329, granting Torrance Pipeline Company LLC, a Delaware limited liability company ("TPC"), a franchise for the use of a 8,960 foot long, 12-inch diameter pipeline (located beneath Santa Fe Avenue from Independence Avenue to Southern Avenue, beneath Southern Avenue from Santa Fe Avenue to Alameda Street, and beneath Alameda Street from Southern Avenue to Seminole Avenue) commonly referred to by TPC as Pipeline No. M-145 (the "Pipeline");

WHEREAS the City, pursuant to applicable federal, state, and local law, is authorized to grant franchises within the City of South Gate; and

WHEREAS, before the City can award a franchise, California Public Utility Code Sections 6232 *et seq.* requires the City Council to pass a resolution declaring its intent to grant a franchise and to set a public hearing at which all persons having any objection to the granting thereof may appear before the City Council and be heard thereon.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. In accordance with Public Utility Code Section 6232 *et seq.*, the City Council of the City of South Gate declares its intent to grant a franchise to TPC, for it to operate and maintain the Pipeline, for a period of ten (10) years, commencing retroactively from September 13, 2021, and continuing through September 13, 2031.

SECTION 3. The terms and conditions of the franchise will be in accordance with California Public Utilities Code Section 6201 *et seq.* and will be substantially similar to Ordinance No. 2329. The proposed ordinance will set the franchise payment, the term, and the rules and requirements

under which TPC will be required to operate the Pipeline. A copy of the draft proposed ordinance is attached as "Exhibit A" to this Resolution.

SECTION 4. The public hearing at which the City Council of the City of South Gate shall consider the proposed franchise for first reading and at which the City Council shall hear all objections will take place on February 22, 2022 at 6:30 p.m. in the City Council Chambers located at 8650 California Avenue, South Gate, CA 90280.

SECTION 5. The City Clerk is hereby authorized and directed to give notice as required by law by causing a copy of this Resolution to be published in *The Press*, a newspaper of general circulation within the City; said publication to be completed not less than fifteen (15) days after the adoption of this Resolution.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 25th day of **January** of **2022**.

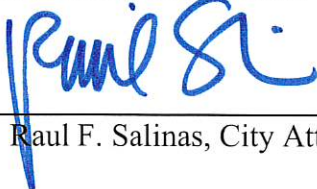
CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

ORDINANCE NO. ____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, GRANTING TO TORRANCE PIPELINE COMPANY, LLC, A DELAWARE LIMITED LIABILITY COMPANY, A TEN (10) YEAR FRANCHISE TO USE, MAINTAIN, REPAIR AND REPLACE, RELOCATE OR REMOVE A SINGLE PIPELINE AND APPURTENANCES BENEATH SPECIFIED PUBLIC STREETS, TOGETHER WITH RELATED APPURTENANCES, FOR TRANSMITTING AND DISTRIBUTING OIL AND OIL PRODUCTS

WHEREAS, on September 13, 2016, the South Gate City Council adopted Ordinance No. 2329, granting Torrance Pipeline Company LLC, a Delaware limited liability company ("TPC"), a franchise to operate the Pipeline identified in Section 1.D of this Ordinance, below; and

WHEREAS, the City of South Gate, pursuant to applicable federal, state and local law, is authorized to grant franchises within the City of South Gate; and

WHEREAS, on January 25, 2022, the City Council adopted Resolution No. ____ declaring its intention to grant a franchise to TPC relative to the Pipeline; and

WHEREAS, after proper notice the City Council of the City has conducted a public hearing regarding the granting of such franchise; and

WHEREAS, on January 27, 2022, a Notice of Public Hearing was published in *The Press*, a newspaper meeting the statutory qualifications for publishing such notices; and

WHEREAS, on February 22, 2022, following a public hearing, the City Council introduced Ordinance No. ____; and

WHEREAS, on March 8, 2022, the City Council adopted Ordinance No. ____; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Definitions. Whenever in this Ordinance the words or phrases hereinafter in this section defined are used, it is intended that they shall have the respective meanings assigned to them in the following definitions (unless, in the given instance, the context wherein they are used shall clearly import a different meaning):

- A) The word "**City**" shall mean the City of South Gate, a municipal corporation of the State of California, in its present incorporated form or in any later reorganized, consolidated, enlarged or reincorporated form.

- B) The word "**Franchise**" shall mean and include any authorization by the City to transmit and distribute thereof for any and all purposes under those portions of the specific streets identified in Section 1.D of this Ordinance by means of pipes and appurtenances for conducting, transporting, conveying, and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances for any and all purposes.
- C) The word "**Grantee**" shall mean Torrance Pipeline Company, a Delaware limited liability company, which is the entity to whom the Franchise contemplated in this Ordinance is granted, and its lawful successors or assigns.
- D) The word "**Pipeline**" shall mean that certain 8,960 foot long, 12-inch diameter pipeline (located beneath Santa Fe Avenue from Independence Avenue to Southern Avenue, beneath Southern Avenue from Santa Fe Avenue to Alameda Street, and beneath Alameda Street from Southern Avenue to Seminole Avenue) commonly referred to by Exxon as Pipeline No. M-145, and which shall be used for conducting, transporting, conveying and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances.
- E) The phrase "**Pipeline and Appurtenances**" shall mean the Pipeline and any appurtenant or related appliance, attachment, cable, cathodic protective device, conduit, equipment, fitting, gauge, main, manhole, meter, pump, regulator, service, trap, valve, vault, vent or wire, where located under, along, across or upon Santa Fe Avenue, Southern Avenue and Alameda Street in the vicinity of the Pipeline.
- F) The phrase "**Pipeline Franchise Ordinance**" shall mean that certain pipeline franchise Ordinance adopted by the City Council of the City and codified at Chapters 13.02 through 13.18, inclusive, of the South Gate Municipal Code.
- G) The phrase "**Street**" shall mean the public streets, alleys and places within the City of South Gate as the same now or may hereafter exist, and in which the City has the opportunity to grant a franchise.

SECTION 2: Grant of Franchise. The right, privilege and franchise, subject to all terms and conditions contained in this Ordinance, and pursuant to the provisions of the Division 3, Chapter 2 of the California Public Utilities Code, known as the Franchise Act of 1937, is hereby granted to Grantee, to operate, maintain, use, repair, replace, relocate and remove the Pipeline and Appurtenances for the purpose of conducting, transporting, conveying and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances under and across the City's right-of-way upon the terms and conditions set forth in Section 3, below.

SECTION 3: Conditions. The rights granted herein shall be subject to (a) the terms and conditions set forth in this Ordinance, and (b) repairs to or replacements of the Pipeline and Appurtenances by the Grantee, at the Grantee's expense and at such time or times as directed by the City.

SECTION 4: Term. The Franchise shall be for a term of ten (10) years commencing September 13, 2021 and expiring September 13, 2031, unless terminated earlier for any of the following reasons:

- A) The Grantee shall fail, within thirty (30) days after the passage of this Ordinance granting the Franchise, to file with the City Clerk a written acceptance of the terms and conditions of this Ordinance as specified in Section 14 of this Ordinance, below, in which case the Franchise shall expire immediately and be of no force or effect; or
- B) The Franchise is forfeited by the Grantee due to the Grantee's noncompliance with the terms and conditions of the Franchise, in which case such termination shall be immediate following the expiration of any applicable cure periods available to the Grantee under this Ordinance or applicable law; or
- C) The Franchise is voluntarily surrendered or abandoned by the Grantee, or assigned, transferred, sold or leased without the prior express written consent of the City, which assignment shall not be unreasonably withheld; or
- D) The State of California, the City, or some other municipal or public entity duly authorized by law shall purchase the streets beneath which the Pipeline is located by voluntary agreement or shall condemn and take same under the power of eminent domain.

SECTION 5: Insurance

- A) On or before commencement of any franchise operations, the Grantee shall obtain or provide satisfactory evidence of having policies of liability and worker's compensation insurance from companies authorized to transact business in the State of California by the Insurance Commissioner of California as provided by Section 13.08.050 of Chapter 13.08, Division 1 of Title 13.
- B) The Grantee shall file with the City Clerk prior to commencement of any franchise operations, either certified copies of the policies or a certificate of insurance for each of the required policies executed by the company issuing the policy, certifying that the policy is in force and as provided by Section 13.08.050 of Chapter 13.08, Division 1 of Title 13.
- C) On or before the effective date of this Ordinance, Grantee shall file and thereafter at all times during the life of the Franchise keep on file with the City Clerk a corporate surety bond running to the City or public entity which may become entitled to the benefits herein reserved in the Franchise by virtue of future incorporations or annexations, in the penal sum of ten thousand dollars (\$10,000) or such other sum as may be specifically provided for in this Ordinance granting the Franchise, with surety to be approved by the City Attorney, conditioned that Grantee shall well and truly observe, fulfill and perform each condition of the Franchise and that in case of any breach of condition of the bond after thirty (30) days' notice to cure has expired, the whole amount of the penal sum shall be deemed to be liquidated damages and shall be recoverable from the principal and sureties of the bond. If the bond is not to be filed prior to the effective date of this Ordinance, the award of the Franchise may be set aside and this Ordinance granting the Franchise repealed

at any time prior to the filing of the bond and any money paid in consideration for the award of Franchise shall be deemed forfeited. In the event that the bond, after it has been so filed, shall at any time during the life of the Franchise, in the reasonable opinion of the City Attorney, becomes insufficient, the Grantee agrees to renew the bond, with sureties to be approved by the City Attorney, within thirty (30) days after written notice to do so from the City Attorney.

- D) As an alternate to the filing of a bond, the Grantee may deposit with the City Clerk and assign to the City savings and loan certificates or shares, or both, in the same amount as required on such bond.

SECTION 6: Fee. The Grantee shall pay to the City the following fees pursuant to the following requirements:

- A) A franchise granting fee of twelve thousand nine hundred forty three dollars (\$12,943.00) pursuant to Section 13.10.010 of Chapter 13.10, Division 1, of Title 13 of the South Gate Municipal Code, prior to the adoption of this Ordinance; and
- B) Pursuant to Section 13.10.010 of Chapter 13.10, Division 1, of Title 13 of the South Gate Municipal Code, Grantee has previously paid Eighteen Thousand Nine Hundred Thirty Four Dollars and Twenty Seven Cents (\$18,934.27) as pre-payment for the period of September 14, 2021 through September 13, 2022. Upon approval of this franchise the new base annual fee shall be Fifty-three Thousand Seven Hundred and Sixty Dollars (\$53,760), therefore, within 30 days after the adoption and approval of this Ordinance, Grantee shall pay an additional Thirty Four Thousand Eight Hundred and Twenty Five Dollars and Seventy Three Cents (\$34,825.73); and.
- C) Annually effective upon the first anniversary of this agreement, the base annual fee shall be \$53,760. The annual rate is set in compliance with California Public Utilities Code 6231.5 subsection (e)(2), which applies to utility pipelines that are not publicly owned. It authorizes an annual franchise fee computed by multiplying the sum of one-half of the nominal internal diameter of the pipe, expressed in inches, by the number of lineal feet of the pipe within the public streets, ways, alleys, or other public places within the municipality, which is 0.5 x (Pipeline Diameter 12-inch) x (Pipeline Length 8,960 feet), and which annual fees are summarized below.

	Annual Fees
Year 1	\$53,760
Year 2	\$53,760
Year 3	\$53,760
Year 4	\$53,760
Year 5	\$53,760
Year 6	\$53,760
Year 7	\$53,760
Year 8	\$53,760
Year 9	\$53,760

Year 10	\$53,760
Total	\$537,600

Said annual fees shall be due and payable annually, during the term of the Franchise, at the end of each "Franchise payment period" as defined in 13.06.080 (2) of Chapter 13.06, Division 1 of Title 13 of the South Gate Municipal Code.

- D) Pursuant to Section 13.10.060 of the Chapter 13.10, Division 1, of Title 13 of the South Gate Municipal Code, Franchisee shall pay a late fee equal to ten percent (10%) of any payment due hereunder, where such payment remains unpaid beyond thirty (30) days after the date on which such payment is due.
- E) Any neglect, omission or refusal by the Grantee to make any such payment as and when due, or to file any related statement, certification or verification as to the required payment reasonably required by the City, at the times or in the manner required herein and in the Pipeline Franchise Ordinance, shall be grounds for the declaration of a forfeiture of the Franchise and of all rights hereunder after thirty (30) days' notice to cure has expired as provided for in Section 12.
- F) The Grantee shall file with the City Clerk, within three (3) months after the expiration of the calendar year following the effective date of its Franchise, a verified statement setting forth in details the Grantee's computation of the annual fee which is payable for the preceding franchise payment period of the annual fee. Any neglect, omission or refusal by the Grantee to file the verified statement, or to pay the annual fee, at the times or in the manner herein provided, shall constitute grounds for the declaration of a forfeiture of this Franchise and of all rights of the Grantee hereunder.
- G) In the event of abandonment of facilities with the approval of the City as elsewhere in this Ordinance provided, or in the event of removal of such facilities by the Grantee, the payments otherwise due the City for occupancy of the roads or highways by such facilities shall be prorated for the calendar year in which such removal or abandonment occurs as of the end of the calendar month in which removed or abandoned.

SECTION 7: Plans. Within ninety (90) days following the date in which Pipeline and Appurtenances or any portion thereof have been modified or removed under this Franchise, the Grantee shall file a plan or plans in such forms as may be required by the City's City Engineer showing the accurate location and size of such modified Pipeline and Appurtenances then in place within the locations identified in Section 1.D of this Ordinance, above.

SECTION 8: Additional Conditions. The Grantee of this Franchise shall:

- A) Maintain the Pipeline and Appurtenances in accordance with and in conformity with all City, County, State and Federal ordinances, statutes, rules, regulations and other laws (whether now existing or hereafter adopted) applicable to the installation, location, use, maintenance and/or removal of the Pipeline and Appurtenances;

- B) Pay to the City, on demand, the cost of all repairs to public property made necessary by any operations of the Grantee under this Franchise, including restoring the Street to its original condition upon the removal of all or any portions of the Pipeline and Appurtenances, or upon the termination or non-renewal of the Franchise;
- C) Indemnify and hold harmless the City, its officers and employees from any and all liability for damages proximately resulting from the Grantee's acts or omissions under this Franchise; and be liable to the City for all damages proximately resulting from the failure of said Grantee well and faithfully to observe and perform each and every provision of this Franchise;
- D) Remove or relocate, at the request of the City and without expense to the City, any or all of the Pipeline and Appurtenances if and when made necessary by any lawful change of grade, alignment or width of the affected Street;
- E) Use, operate, repair or modify any pipeline for the transportation of flammable or combustible liquids, in a manner prescribed by the California State Fire Marshall, and/or Chief of Los Angeles Fire Department in accordance with Chapter 13.14, Division 1, of Title 13 of the South Gate Municipal Code; and
- F) Submit certified test results for the pipeline subject to the provision of the Pipeline Safety Act of 1981, California Government Code Section 51010, et seq. The testing shall be conducted as required by the California State Fire Marshal, and certified test results shall be requested by the City from the Fire Marshal. In the event the State Fire Marshal shall fail to provide such certified test results to the City, grantee shall provide such test results to the City upon request; and
- G) Submit a written petition of franchise renewal to the City at least ninety (90) days prior to the expiration date.

SECTION 9: Permits. The Grantee shall obtain an excavation permit, and pay the applicable fee therefore, prior to commencing any excavation in the right-of-way. The Grantee may obtain an excavation permit by filing a set of excavation plans with the City Engineer, which plans shall be subject to the City Engineer's review and approval. The excavation plans shall show the location of the proposed excavation, as well as the location of all known existing pipes, sewers, conduits, improvements and other facilities in or under any Street or public property in which the franchise property is located with an adequate description of the proposed work, including an estimate of the duration of the interference with any street traffic. The issuance of any excavation permit for the repair, modification or replacement of a pipeline for the transmission of flammable or combustible liquids, gases or hazardous materials, shall be as prescribed by the Fire Chief of the Los Angeles County Fire Department in accordance with Chapter 13.14, Division 1, of Title 13 of the South Gate Municipal Code.

- A) Where it is necessary to lay underground pipes through, under or across any portion of a paved or macadamized street, such work, where practicable and economically feasible, shall be done by a tunnel or bore so as not to disturb the foundation of such paved or macadamized street. If the same cannot be done, or if it is necessary to cut the street in

order to access existing pipes and appurtenances, such work shall be done pursuant to an excavation permit, as provided in above paragraph, to be issued by the City Engineer upon application, therefore.

- B) All work shall be subject to inspection by the City Engineer. All street coverings or openings, valves, vaults and manholes shall at all times be kept flush with the surface of the streets; provided, however, that vents for underground vaults and manholes may, subject to the prior approval of the City Engineer, extend above the surface of the streets when such vents are located in parkways, between the curb and the property line. The Grantee shall provide adequate traffic safety barriers, signs, devices and traffic safety warning equipment in accordance with City ordinances, rules or regulations, and shall comply with such additional safety measures as the City Engineer may direct.

SECTION 10: Emergency Equipment.

- A) The Grantee shall develop and maintain an emergency response plan, satisfactory to the City Engineer, which covers all franchise operations within the City. In general, an emergency response plan meeting the requirements of Federal and State law and containing the information contained in this section shall be acceptable. The emergency response plan shall include a 24-hour notification program and proof of arrangements capable of providing emergency response services, including but not limited to traffic control, street excavation, pipeline repair, and supplies and services as necessary, within two (2) hours of notification of any problem, and such other information as the City Engineer shall reasonably require. Repairs to a public street, alley or parkway shall be completed within seventy-two (72) hours unless otherwise authorized by the City Engineer. The City Engineer shall be notified ten (10) days in advance of any proposed change in such arrangements. Grantee's emergency response plan shall be submitted to the City Engineer within thirty (30) days after the effective date of the Franchise.
- B) Whenever any Pipeline or Appurtenance breaks or leaks so as to cause the release of oil or products thereof into the public right-of-way, Grantee, and any other person using or controlling the Pipeline or Appurtenance, shall immediately notify the City's Police Department and Public Works Department and shall implement precautionary safety measures including traffic control, system shutdown, valve closures, and public notification. In the event of an emergency which threatens life, health, safety or property, and where it is not possible to obtain an excavation permit prior to commencement of the work, the Grantee may commence such work; provided, however, that within seventy-two (72) hours thereafter the Grantee shall make application to the City Engineer for an excavation permit in accordance with the procedures specified herein. The City Engineer may impose conditions upon the issuance of the excavation permit, and all work shall be subject to inspection. Adequate traffic safety barriers shall be maintained at all times, and any damaged portion of the Street shall be restored to its original condition.
- C) If any portion of any Street is damaged by reason of defects in the Pipeline and Appurtenances, or any portion thereof, or by reason of any other cause attributable to or arising from the operation of the Pipeline and Appurtenances, the Grantee shall, at its sole cost and expense, immediately repair all damages and restore the Street to the condition

existing before such damage occurred. All such work shall be done under the direction of the City Engineer, and to the reasonable satisfaction of the City Engineer. Grantee shall repair such damage and restore the Street within three (3) working days after written demand therefore by the City Engineer, or such other period as the City Engineer may authorize when required for the protection of the public health and safety.

- D) If the Grantee, after reasonable notice, fails or refuses to pave, surface, grade, repave, resurface or regrade as required by the provisions of this Franchise, the City may cause the work to be done and shall keep an itemized account of all costs, including reasonable administrative overhead expenses, Grantee shall pay such costs to City within thirty (30) days after presentation to Grantee of an itemized account of such costs.

SECTION 11: Records.

- A) Grantee acknowledges that the City's records may not be complete and that pipelines and appurtenant structures unrelated to the Pipeline, and previously unknown to City, are frequently discovered. Consequently, by granting this Franchise or by approving any excavation permit requested by Grantee, the City does not warrant the accuracy of information supplied to the Grantee by the City regarding the location or existence of other facilities. Nothing herein shall be deemed to make the City, or any officer, agent or employee of the City, responsible or liable to the Grantee or to any other person by virtue of the City's approval of excavation permits and/or plans, regardless of whether any information is supplied by the City to the Grantee pertaining to the location of existing pipes, facilities or other improvements on, in or under any Street or other public property.
- B) The Grantee shall keep and preserve, within the County of Los Angeles for a period of ten (10) years, subsequent to the date of the most recent franchise fee determination as ascertained by an audit made by the City or on its behalf, all the records necessary to determine the amount of such franchise fee.
- C) At all reasonable times, the Grantee shall permit the City or its duly authorized representative, to examine the Pipeline and Appurtenances and to examine and transcribe any and all books, accounts, papers, maps, and other records kept or maintained by the Grantee or under its control and associated with the Pipeline and Appurtenances and/or the financial condition of the Grantee with respect thereto.

SECTION 12: Failure to Comply.

- A) If the Grantee shall fail, neglect or refuse to comply with any of the provisions or conditions of this Franchise, and shall not, within thirty (30) days after written demand for compliance, begin the work of compliance, or after commencing such compliance shall fail to prosecute the same with due diligence to completion, then the City, acting by and through its legislative body, may declare this Franchise forfeited.
- B) In the event of noncompliance by the Grantee with any of the conditions hereof, the City may, in addition to all other remedies provided for herein, bring suit for the forfeiture or termination of this Franchise.

SECTION 13: Removal or abandonment of facilities.

- A) At the expiration, revocation or termination of this Franchise or of the permanent discontinuance of the use of all or a portion of the Pipeline or Appurtenances, the Grantee shall, within thirty (30) days thereafter, make written application to the Director of Public Works for authority either to: (1) abandon all or a portion of such facilities in place; or (2) remove all or a portion of such facilities. Such application shall describe the facilities desired to be abandoned, their location with reference to City highways, and shall describe with reasonable accuracy the physical condition of such facilities. The Director of Public Works shall determine whether any abandonment or removal which is thereby proposed may be effected without detriment to the public interest and under what conditions such proposed abandonment or removal may be effected. He or she shall then notify the Grantee of his or her determinations.
- B) Within thirty (30) days after receipt of such notice, the Grantee shall apply for a permit from the Public Works Department to abandon or remove the Pipeline and Appurtenances (or portion thereof, as appropriate).
- C) The Grantee shall, within ninety (90) days after obtaining such permit, commence and diligently prosecute to completion the work authorized by the permit.

SECTION 14: Effective Date. This Ordinance shall take effect and be in force thirty (30) days after its adoption and upon written acceptance thereof is filed by the Grantee with the City Clerk of the City.

[Remainder of page left blank intentionally]

SECTION 15: Posting of Ordinance. The City Clerk shall certify to the adoption of this Ordinance and shall cause same to be published as required by law.

PASSED, APPROVED AND ADOPTED this 8th day of **February 2022**.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

ORDINANCE NO. 2329

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE GRANTING A FIVE (5) YEAR FRANCHISE AGREEMENT TO TORRANCE PIPELINE COMPANY, LLC TO USE, MAINTAIN, REPAIR AND REPLACE A SINGLE PIPELINE BENEATH SPECIFIED PUBLIC STREETS, TOGETHER WITH RELATED APPURTENANCES, FOR TRANSMITTING AND DISTRIBUTING OIL AND OIL PRODUCTS

WHEREAS, on August 14, 2012, the South Gate City Council adopted Ordinance No. 2297, granting ExxonMobil Oil Corporation, a New York corporation ("Exxon"), a franchise to operate the Pipeline identified in Section 1.D of this Ordinance, below (Pipeline); and

WHEREAS, Exxon has sold the Pipeline to Torrance Pipeline Company, LLC, a Delaware limited liability company ("TPC"); and

WHEREAS, in connection with that sale, TPC has requested that the City award a new franchise agreement to TPC for the operation of the Pipeline; and

WHEREAS, pursuant to applicable federal, state and local law, including without limitation Public Utilities Code Sections 6231 through 6235 and Title 13 of the South Gate Municipal Code, the City is authorized to grant pipeline franchises within the City of South Gate; and

WHEREAS, on July 12, 2016, the City Council adopted Resolution No. 7716 declaring its intention to grant a franchise to TPC relative to the Pipeline; and

WHEREAS, on July 21, 2016, a Notice of Public Hearing was published in *The Press*, a newspaper meeting the statutory qualifications for publishing such notices; and

WHEREAS, after proper notice the City Council conducted a public hearing regarding the granting of such franchise; and

WHEREAS, on August 23, 2016, following a public hearing, the City Council introduced Ordinance No. 2329;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Whenever in this Ordinance the words or phrases hereinafter in this section defined are used, it is intended that they shall have the respective meanings assigned to them in the following definitions (unless, in the given instance, the context wherein they are used shall clearly import a different meaning):

- A) The word "**City**" shall mean the City of South Gate, a municipal corporation of the State of California, in its present incorporated form or in any later reorganized, consolidated, enlarged or reincorporated form.
- B) The word "**Franchise**" shall mean and include any authorization by the City to transmit and distribute thereof for any and all purposes under those portions of the specific streets identified in Section 1.D of this Ordinance by means of pipes and appurtenances for conducting, transporting, conveying, and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances for any and all purposes.
- C) The word "**Grantee**" shall mean Torrance Pipeline Company, a Delaware limited liability company, which is the entity to whom the Franchise contemplated in this Ordinance is granted, and its lawful successors or assigns.
- D) The word "**Pipeline**" shall mean that certain 8,960 foot long, 12-inch diameter pipeline (located beneath Santa Fe Avenue from Independence Avenue to Southern Avenue, beneath Southern Avenue from Santa Fe Avenue to Alameda Street, and beneath Alameda Street from Southern Avenue to Seminole Avenue) commonly referred to by Exxon as Pipeline No. M-145, and which shall be used for conducting, transporting, conveying and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances.
- E) The phrase "**Pipeline and Appurtenances**" shall mean the Pipeline and any appurtenant or related appliance, attachment, cable, cathodic protective device, conduit, equipment, fitting, gauge, main, manhole, meter, pump, regulator, service, trap, valve, vault, vent or wire, where located under, along, across or upon Santa Fe Avenue, Southern Avenue and Alameda Street in the vicinity of the Pipeline.
- F) The phrase "**Pipeline Franchise Ordinance**" shall mean that certain pipeline franchise Ordinance adopted by the City Council of the City and codified at Chapters 13.02 through 13.18, inclusive, of the South Gate Municipal Code.
- G) The phrase "**Street**" shall mean the public streets, alleys and places within the City of South Gate as the same now or may hereafter exist, and in which the City has the opportunity to grant a franchise.

SECTION 2. The right, privilege and franchise, subject to all terms and conditions contained in this Ordinance, and pursuant to the provisions of the Division 3, Chapter 2 of the California Public Utilities Code, known as the Franchise Act of 1937, is hereby granted to Grantee, to operate, maintain, use, repair, replace, relocate and

remove the Pipeline and Appurtenances for the purpose of conducting, transporting, conveying and carrying oil, gas, gasoline, petroleum, wet gas, hydrocarbon substances, and similar liquid substances under and across the City's right-of-way upon the terms and conditions set forth in Section 3, below.

SECTION 3. The rights granted herein shall be subject to (a) the terms and conditions set forth in this Ordinance, and (b) repairs to or replacements of the Pipeline and Appurtenances by the Grantee, at the Grantee's expense and at such time or times as directed by the City.

SECTION 4. The Franchise shall be for a term of five (5) years commencing September 13, 2016 and expiring September 13, 2021, unless terminated earlier for any of the following reasons:

- A) The Grantee shall fail, within thirty (30) days after the passage of this Ordinance granting the Franchise, to file with the City Clerk a written acceptance of the terms and conditions of this Ordinance as specified in Section 14 of this Ordinance, below, in which case the Franchise shall expire immediately and be of no force or effect; or
- B) The Franchise is forfeited by the Grantee due to the Grantee's noncompliance with the terms and conditions of the Franchise, in which case such termination shall be immediate following the expiration of any applicable cure periods available to the Grantee under this Ordinance or applicable law; or
- C) The Franchise is voluntarily surrendered or abandoned by the Grantee, or assigned, transferred, sold or leased without the prior express written consent of the City, which assignment shall not be unreasonably withheld; or
- D) The State of California, the City, or some other municipal or public entity duly authorized by law shall purchase the streets beneath which the Pipeline is located by voluntary agreement, or shall condemn and take same under the power of eminent domain.

SECTION 5.

- A) On or before commencement of any franchise operations, the Grantee shall obtain or provide satisfactory evidence of having policies of liability and worker's compensation insurance from companies authorized to transact business in the State of California by the Insurance Commissioner of California as provided by Section 13.08.050 of Chapter 13.08, Division 1 of Title 13.
- B) The Grantee shall file with the City Clerk prior to commencement of any franchise operations, either certified copies of the policies or a certificate of insurance for each of the required policies executed by the company issuing the policy, certifying that the policy is in force and as provided by Section 13.08.050 of Chapter 13.08, Division 1 of Title 13.

- C) On or before the effective date of this Ordinance, Grantee shall file and thereafter at all times during the life of the Franchise keep on file with the City Clerk a corporate surety bond running to the City or public entity which may become entitled to the benefits herein reserved in the Franchise by virtue of future incorporations or annexations, in the penal sum of ten thousand dollars (\$10,000) or such other sum as may be specifically provided for in this Ordinance granting the Franchise, with surety to be approved by the City Attorney, conditioned that Grantee shall well and truly observe, fulfill and perform each condition of the Franchise and that in case of any breach of condition of the bond after thirty (30) days' notice to cure has expired, the whole amount of the penal sum shall be deemed to be liquidated damages and shall be recoverable from the principal and sureties of the bond. If the bond is not to be filed prior to the effective date of this Ordinance, the award of the Franchise may be set aside and this Ordinance granting the Franchise repealed at any time prior to the filing of the bond and any money paid in consideration for the award of Franchise shall be deemed forfeited. In the event that the bond, after it has been so filed, shall at any time during the life of the Franchise, in the reasonable opinion of the City Attorney, becomes insufficient, the Grantee agrees to renew the bond, with sureties to be approved by the City Attorney, within thirty (30) days after written notice to do so from the City Attorney.
- D) As an alternate to the filing of a bond, the Grantee may deposit with the City Clerk and assign to the City savings and loan certificates or shares, or both, in the same amount as required on such bond.

SECTION 6. The Grantee shall pay to the City the following fees pursuant to the following requirements:

- A) An initial franchise fee of eleven thousand two hundred fifty five dollars (\$11,255.00) pursuant to Section 13.10.010 of Chapter 13.10, Division 1, of Title 13 of the South Gate Municipal Code, prior to the adoption of this Ordinance; and
- B) A base annual fee for times hereafter specified, in lawful money of the United States, as authorized by Section 6231.5 of the California Public Utilities Code, which annual fee shall be Eighteen Thousand Nine Hundred Thirty-Four Dollars and Twenty-Seven Cents (\$18,934.27), computed as follows:

\$0.08805 multiplied by two times the internal diameter of pipeline (in inches), multiplied by the number of linear feet of pipeline actually installed or maintained in the public streets, alleys and way under the authority of this franchise.

Said initial base annual fee shall be due and payable annually, during the term of the Franchise, at the end of each "Franchise payment period" as defined in 13.06.080 (2) of Chapter 13.06, Division 1 of Title 13 of the South Gate Municipal Code.

- C) Pursuant to Section 13.10.060 of the Chapter 13.10, Division 1, of Title 13 of the South Gate Municipal Code, Franchisee shall pay a late fee equal to ten percent (10%) of any payment due hereunder, where such payment remains unpaid beyond thirty (30) days after the date on which such payment is due.
- D) Any neglect, omission or refusal by the Grantee to make any such payment as and when due, or to file any related statement, certification or verification as to the required payment reasonably required by the City, at the times or in the manner required herein and in the Pipeline Franchise Ordinance, shall be grounds for the declaration of a forfeiture of the Franchise and of all rights hereunder after thirty (30) days' notice to cure has expired as provided for in Section 12.
- E) The Grantee shall file with the City Clerk, within three (3) months after the expiration of the calendar year following the effective date of its Franchise, a verified statement setting forth in details the Grantee's computation of the annual fee which is payable for the preceding franchise payment period of the annual fee. Any neglect, omission or refusal by the Grantee to file the verified statement, or to pay the annual fee, at the times or in the manner herein provided, shall constitute grounds for the declaration of a forfeiture of this Franchise and of all rights of the Grantee hereunder.
- F) In the event of abandonment of facilities with the approval of the City as elsewhere in this Ordinance provided, or in the event of removal of such facilities by the Grantee, the payments otherwise due the City for occupancy of the roads or highways by such facilities shall be prorated for the calendar year in which such removal or abandonment occurs as of the end of the calendar month in which removed or abandoned.

SECTION 7. Within ninety (90) days following the date in which Pipeline and Appurtenances or any portion thereof have been modified or removed under this Franchise, the Grantee shall file a plan or plans in such forms as may be required by the City's City Engineer showing the accurate location and size of such modified Pipeline and Appurtenances then in place within the locations identified in Section 1.D of this Ordinance, above.

SECTION 8. The Grantee of this Franchise shall:

- A) Maintain the Pipeline and Appurtenances in accordance with and in conformity with all City, County, State and Federal ordinances, statutes, rules, regulations and other laws (whether now existing or hereafter adopted) applicable to the installation, location, use, maintenance and/or removal of the Pipeline and Appurtenances;
- B) Pay to the City, on demand, the cost of all repairs to public property made necessary by any operations of the Grantee under this Franchise, including restoring the Street to its original condition upon the removal of all or any portions

of the Pipeline and Appurtenances, or upon the termination or non-renewal of the Franchise;

- C) Indemnify and hold harmless the City, its officers and employees from any and all liability for damages proximately resulting from the Grantee's acts or omissions under this Franchise; and be liable to the City for all damages proximately resulting from the failure of said Grantee well and faithfully to observe and perform each and every provision of this Franchise;
- D) Remove or relocate, at the request of the City and without expense to the City, any or all of the Pipeline and Appurtenances if and when made necessary by any lawful change of grade, alignment or width of the affected Street;
- E) Use, operate, repair or modify any pipeline for the transportation of flammable or combustible liquids, in a manner prescribed by the California State Fire Marshall, and/or Chief of Los Angeles Fire Department in accordance with Chapter 13.14, Division 1, of Title 13 of the South Gate Municipal Code; and
- F) Submit certified test results for the pipeline subject to the provision of the Pipeline Safety Act of 1981, California Government Code Section 51010, et seq. The testing shall be conducted as required by the California State Fire Marshal, and certified test results shall be requested by the City from the Fire Marshal. In the event the State Fire Marshal shall fail to provide such certified test results to the City, grantee shall provide such test results to the City upon request; and
- G) Submit a written petition of franchise renewal to the City at least ninety (90) days prior to the expiration date.

SECTION 9. The Grantee shall obtain an excavation permit, and pay the applicable fee therefore, prior to commencing any excavation in the right-of-way. The Grantee may obtain an excavation permit by filing a set of excavation plans with the City Engineer, which plans shall be subject to the City Engineer's review and approval. The excavation plans shall show the location of the proposed excavation, as well as the location of all known existing pipes, sewers, conduits, improvements and other facilities in or under any Street or public property in which the franchise property is located with an adequate description of the proposed work, including an estimate of the duration of the interference with any street traffic. The issuance of any excavation permit for the repair, modification or replacement of a pipeline for the transmission of flammable or combustible liquids, gases or hazardous materials, shall be as prescribed by the fire Chief of the Los Angeles County Fire Department in accordance with Chapter 13.14, Division 1, of Title 13 of the South Gate Municipal Code.

- A) Where it is necessary to lay underground pipes through, under or across any portion of a paved or macadamized street, such work, where practicable and economically feasible, shall be done by a tunnel or bore so as not to disturb the foundation of such paved or macadamized street. If the same cannot be done, or if it is necessary to cut the street in order to access existing pipes and

appurtenances, such work shall be done pursuant to an excavation permit, as provided in above paragraph, to be issued by the City Engineer upon application therefore.

- B) All work shall be subject to inspection by the City Engineer. All street coverings or openings, valves, vaults and manholes shall at all times be kept flush with the surface of the streets; provided, however, that vents for underground vaults and manholes may, subject to the prior approval of the City Engineer, extend above the surface of the streets when such vents are located in parkways, between the curb and the property line. The Grantee shall provide adequate traffic safety barriers, signs, devices and traffic safety warning equipment in accordance with City ordinances, rules or regulations, and shall comply with such additional safety measures as the City Engineer may direct.

SECTION 10.

- A) The Grantee shall develop and maintain an emergency response plan, satisfactory to the City Engineer, which covers all franchise operations within the City. In general, an emergency response plan meeting the requirements of Federal and State law and containing the information contained in this section shall be acceptable. The emergency response plan shall include a 24-hour notification program and proof of arrangements capable of providing emergency response services, including but not limited to traffic control, street excavation, pipeline repair, and supplies and services as necessary, within two (2) hours of notification of any problem, and such other information as the City Engineer shall reasonably require. Repairs to a public street, alley or parkway shall be completed within seventy-two (72) hours unless otherwise authorized by the City Engineer. The City Engineer shall be notified ten (10) days in advance of any proposed change in such arrangements. Grantee's emergency response plan shall be submitted to the City Engineer within thirty (30) days after the effective date of the Franchise.
- B) Whenever any Pipeline or Appurtenance breaks or leaks so as to cause the release of oil or products thereof into the public right-of-way, Grantee, and any other person using or controlling the Pipeline or Appurtenance, shall immediately notify the City's Police Department and Public Works Department and shall implement precautionary safety measures including traffic control, system shutdown, valve closures, and public notification. In the event of an emergency which threatens life, health, safety or property, and where it is not possible to obtain an excavation permit prior to commencement of the work, the Grantee may commence such work; provided, however, that within seventy-two (72) hours thereafter the Grantee shall make application to the City Engineer for an excavation permit in accordance with the procedures specified herein. The City Engineer may impose conditions upon the issuance of the excavation permit, and all work shall be subject to inspection. Adequate traffic safety barriers shall be maintained at all times, and any damaged portion of the Street shall be restored to its original condition.

- C) If any portion of any Street is damaged by reason of defects in the Pipeline and Appurtenances, or any portion thereof, or by reason of any other cause attributable to or arising from the operation of the Pipeline and Appurtenances, the Grantee shall, at its sole cost and expense, immediately repair all damages and restore the Street to the condition existing before such damage occurred. All such work shall be done under the direction of the City Engineer, and to the reasonable satisfaction of the City Engineer. Grantee shall repair such damage and restore the Street within three (3) working days after written demand therefore by the City Engineer, or such other period as the City Engineer may authorize when required for the protection of the public health and safety.
- D) If the Grantee, after reasonable notice, fails or refuses to pave, surface, grade, repave, resurface or regrade as required by the provisions of this Franchise, the City may cause the work to be done and shall keep an itemized account of all costs, including reasonable administrative overhead expenses, Grantee shall pay such costs to City within thirty (30) days after presentation to Grantee of an itemized account of such costs.

SECTION 11.

- A) Grantee acknowledges that the City's records may not be complete and that pipelines and appurtenant structures unrelated to the Pipeline, and previously unknown to City, are frequently discovered. Consequently, by granting this Franchise or by approving any excavation permit requested by Grantee, the City does not warrant the accuracy of information supplied to the Grantee by the City regarding the location or existence of other facilities. Nothing herein shall be deemed to make the City, or any officer, agent or employee of the City, responsible or liable to the Grantee or to any other person by virtue of the City's approval of excavation permits and/or plans, regardless of whether any information is supplied by the City to the Grantee pertaining to the location of existing pipes, facilities or other improvements on, in or under any Street or other public property.
- B) The Grantee shall keep and preserve, within the County of Los Angeles for a period of five (5) years, subsequent to the date of the most recent franchise fee determination as ascertained by an audit made by the City or on its behalf, all the records necessary to determine the amount of such franchise fee.
- C) At all reasonable times, the Grantee shall permit the City or its duly authorized representative, to examine the Pipeline and Appurtenances and to examine and transcribe any and all books, accounts, papers, maps, and other records kept or maintained by the Grantee or under its control and associated with the Pipeline and Appurtenances and/or the financial condition of the Grantee with respect thereto.

SECTION 12.

- A) If the Grantee shall fail, neglect or refuse to comply with any of the provisions or conditions of this Franchise, and shall not, within thirty (30) days after written demand for compliance, begin the work of compliance, or after commencing such compliance shall fail to prosecute the same with due diligence to completion, then the City, acting by and through its legislative body, may declare this Franchise forfeited.
- B) In the event of noncompliance by the Grantee with any of the conditions hereof, the City may, in addition to all other remedies provided for herein, bring suit for the forfeiture or termination of this Franchise.

SECTION 13.

- A) At the expiration, revocation or termination of this Franchise or of the permanent discontinuance of the use of all or a portion of the Pipeline or Appurtenances, the Grantee shall, within thirty (30) days thereafter, make written application to the Director of Public Works for authority either to: (1) abandon all or a portion of such facilities in place; or (2) remove all or a portion of such facilities. Such application shall describe the facilities desired to be abandoned, their location with reference to City highways, and shall describe with reasonable accuracy the physical condition of such facilities. The Director of Public Works shall determine whether any abandonment or removal which is thereby proposed may be effected without detriment to the public interest and under what conditions such proposed abandonment or removal may be effected. He or she shall then notify the Grantee of his or her determinations.
- B) Within thirty (30) days after receipt of such notice, the Grantee shall apply for a permit from the Public Works Department to abandon or remove the Pipeline and Appurtenances (or portion thereof, as appropriate).
- C) The Grantee shall, within ninety (90) days after obtaining such permit, commence and diligently prosecute to completion the work authorized by the permit.

SECTION 14. This Ordinance shall take effect on the thirty-first (31st) day after its adoption.

[Remainder of page left blank intentionally]

SECTION 15. The Grantee of this Franchise shall pay to the City a sum of money sufficient to reimburse it for all publication expenses incurred by it in connection with the granting of this Franchise; said payment to be made within thirty (30) days after the City shall have furnished said Grantee with a written statement of such expenses.

SECTION 16. The City Clerk shall certify to the adoption of this Ordinance and shall cause same to be published as required by law.

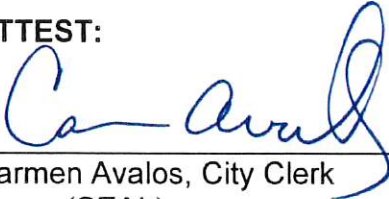
PASSED, APPROVED AND ADOPTED this 13th day of September 2016.

CITY OF SOUTH GATE:



W.H. (Bill) De Witt, Mayor

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

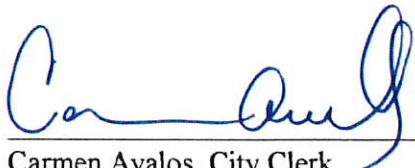
ORDINANCE CERTIFICATION PAGE

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF SOUTH GATE)

I, Carmen Avalos, City Clerk of the City of South Gate, California, hereby certify that the whole number of Members of the City Council of said City is five; that Ordinance No. 2329 was adopted by the City Council at their Regular Meeting held on September 13, 2016, by the following vote:

Ayes: Council Members: De Witt, Davila, Hurtado and Bernal
Noes: Council Members: None
Absent: Council Members: Morales
Abstain: Council Members: None

Witness my hand and the seal of said City on September 15, 2016.



Carmen Avalos, City Clerk
City of South Gate, California



**DEPARTMENT OF FORESTRY AND FIRE PROTECTION
OFFICE OF THE STATE FIRE MARSHAL**

3780 Kilroy Airport Way, Suite 500
Long Beach, California 90806
(562) 497-0350
Website: www.fire.ca.gov



October 22, 2021

Kenneth Tang
City of South Gate
8650 California Road
South Gate, California 90280

SUBJECT: TORRANCE PIPELINE COMPANY LLC (TLC) M-145 (OSFM LINE #0205)

Dear Mr. Tang:

The Office of the State Fire Marshal (OSFM) confirms that Torrance Pipeline Company (TLC) is in compliance with Federal and State laws and regulations regarding the maintenance and operation of the below referenced pipeline in the City of South Gate.

TLC's M -145-line flows from TLC Torrance meter station to TLC Vernon Terminal with a connection to Kinder Morgan Watson station. M-145 is 12" in diameter and is 18.26 miles in total length.

TLC is required to operate and maintain its pipelines pursuant to the California Pipeline Safety Act and the U.S. DOT Code of Federal Regulations (CFR). A standard inspection of this pipeline was conducted in March 2016 with no violations found. A successful pressure test was last conducted on January 1, 2019. An internal inspection of the pipeline (Smart Pig) was performed on December 19, 2019.

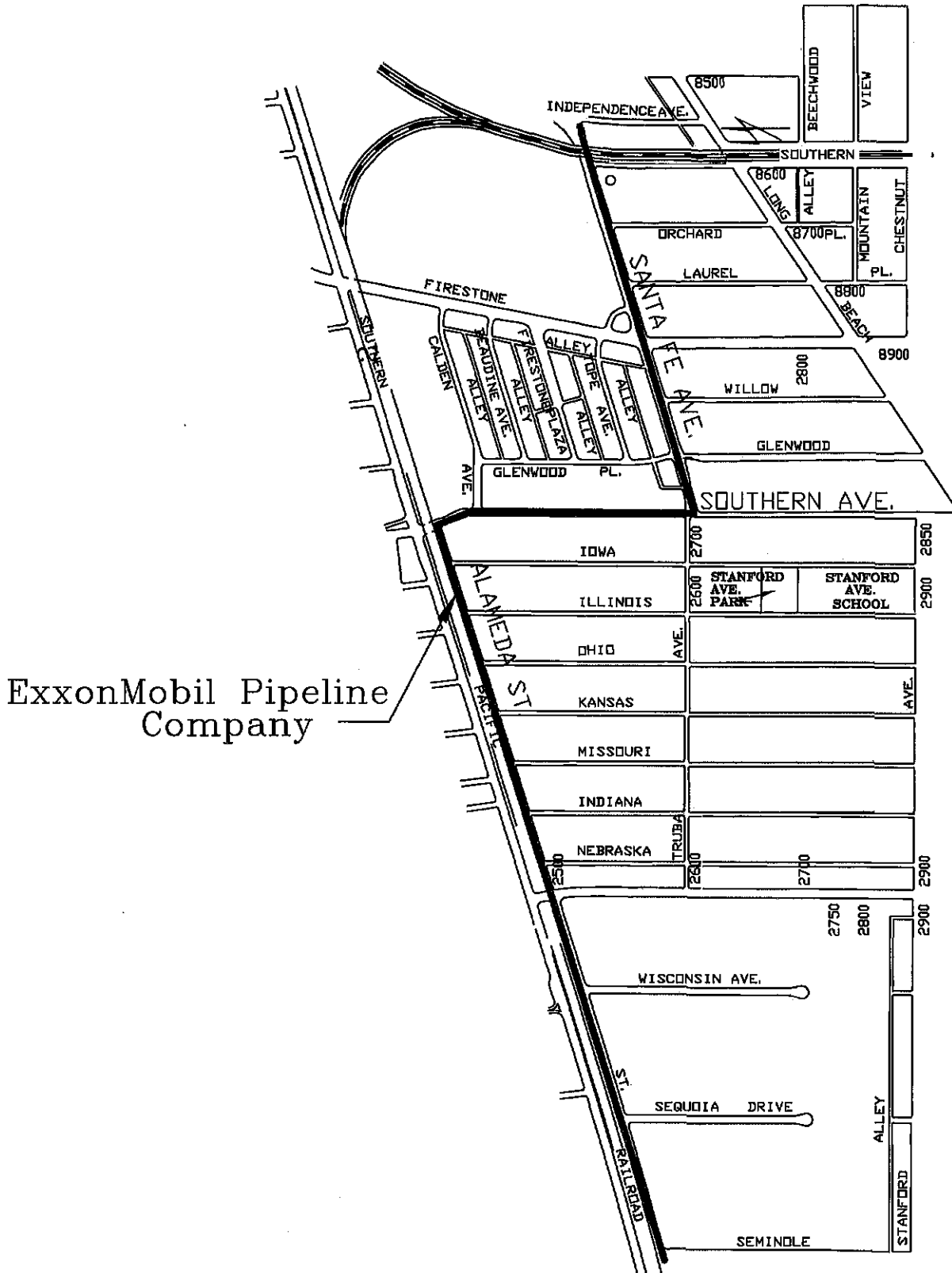
If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Hosler".

JAMES HOSLER
Assistant Deputy Director
Chief of Pipeline Safety and CUPA Programs

EXXONMOBIL OIL CORPORATION



October 25, 2021

JAN 19 2022
10:18am

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022

Originating Department: Public Works

Department Director:



Arturo Cervantes

Interim City Manager:



Chris Jeffers

SUBJECT: RESOLUTION ADOPTING THE APPROVAL OF A NOTIFICATION OF INTENT TO COMPLY RELATED TO SENATE BILL 1383 IN ACCORDANCE WITH SENATE BILL 619 AND A SECOND RESOLUTION ADOPTING THE APPROVAL OF THE SUBMITTAL OF A GRANT APPLICATION TO THE LOCAL ASSISTANCE GRANT PROGRAM

PURPOSE: To comply with the provisions of SB 619 and to submit an application to secure grant funding. Jurisdictions must comply with the schedule provisions of SB 1383 which became effective January 1, 2022. Senate Bill 619 requires jurisdictions that are unable to meet the implementation timeline requirements due to the COVID-19 pandemic, or other exceptional circumstances, to submit a Notification of Intent to Comply. Also, the City qualifies for a \$127,658 grant allocation from the SB 1383 Local Assistance Grant Program. The City must adopt resolutions to submit a Notice of Intent to Comply (NOIC) and an application to the SB 1383 Local Assistance Grant Program.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Adopting a Resolution to adopt Notification of Intent to Comply with Senate Bill 1383 as necessary to comply with the requirements of Senate Bill 619;
- b. Adopting a Resolution authorizing submittal of an application to CalRecycle for the SB 1383 Local Assistance Grant Program to secure \$127,658 in grant funds; and
- c. Authorizing the Mayor to execute the Resolutions in forms acceptable to the City Attorney.

FISCAL IMPACT: None.

ANALYSIS: Senate Bill 1383 is designed to achieve organic waste reduction by making organic waste recycling mandatory. The bill has implementation timeline requirements that became effective on January 1, 2022. CalRecycle is the State Department that has oversight of SB 1383. They will oversee and monitor compliance by jurisdictions. They will perform jurisdiction review, joint inspections with jurisdictions and review implementation records. Jurisdictions are subject to penalties for non-compliance. Jurisdictions that are unable to meet implementation timeline requirements due to the COVID-19 pandemic, or other exceptional circumstances, may face violations and administrative civil penalties from CalRecycle. Senate Bill 619 created a mechanism called a Notification of Intent to Comply (NOIC) through which a jurisdiction may

secure administrative civil penalty relief from any continuing violations of the regulations for the 2022 calendar year and may be eligible for a broader and longer-term regulatory compliance path, including suspended administrative civil penalties through a corrective action plan. Senate Bill 619 authorizes CalRecycle to waive civil penalties if a jurisdiction submits a NOIC for some or all of the regulatory requirements and successfully implements a plan to correct their violations. The NOIC must be adopted by Resolution of the City Council and submitted to CalRecycle by March 1, 2022. The City is in need of submitting a NOIC as it is currently undergoing a procurement process to secure a solid waste and recycling services contract. The contract will provide the services needed to meet the requirements of SB 1383; however, after January 1, 2022. As such, staff is recommending the City Council to adopt the NOIC.

The City Council has in addition to seeking procurement of a new solid waste and recycling contract adopted several municipal code changes that would implement that State mandated requirements related to solid waste collection and reporting over the last few months.

Grant funding is available to comply with SB 1383. In January of 2022, CalRecycle released the SB 1383 Local Assistance Grant Program which is a non-competitive grant program to provide one-time funding to local jurisdictions to assist with the implementation of regulation requirements associated with SB 1383. An allocation has been set aside for the City based on a per capita basis. The City may secure its allocation of \$127,658 to fund administrative costs, collection, education, enforcement, equipment, marketing/promotion/outreach, personnel, and training. The City Council must adopt a resolution approving submittal of the application to secure its allocation from the SB 1383 Local Assistance Grant Program.

BACKGROUND: In September 2016, SB 1383 was signed into law, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. As it pertains to solid waste, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste by 2020, and a 75 percent reduction by 2025. In addition, the regulations require that at least 20 percent of edible food that is currently disposed of is recovered for human consumption by 2025. The regulations include specific details for organics waste collection and food recovery programs that must be implemented by all jurisdictions and requires enforcement and reporting on these programs to demonstrate compliance.

SB1383 places several requirements on the City. Amongst other, the City must ensure organic waste collection service for all residential, commercial and industrial properties. It must conduct outreach and education to all affected parties. The City must establish an edible food recovery program that recovers edible food from the waste stream. It must ensure commercial edible food generators have access to food recovery services. The City must also inspect and enforce compliance. Further, it must procure recycled organic waste products like compost, mulch, and diesel gas equivalent.

SB 1383 compliance timeline has several key implementation dates. The legislation took effect and statewide enforcement begins on January 1, 2022. The legislation requires local governments to begin enforcement January 1, 2024. The South Gate Municipal Code was amended in December 2021 to enable the City to incorporate and enforce the requirements of SB 1383.

- ATTACHMENTS:**
- A. Proposed Resolution for the Notice of Intent to Comply
 - B. Proposed Resolution for SB 1383 Local Assistance Grant

GD:lc

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, ADOPTING A NOTIFICATION OF INTENT TO COMPLY
RELATED TO SENATE BILL 1383**

WHEREAS, CalRecycle, in consultation with the California Air Resources Board, has adopted regulatory requirements (Regulations), consistent with the mandate of Senate Bill 1383 (Lara, 2016), that are designed to achieve the organic waste reduction goals established in Section 39730.6 of the Health and Safety Code through a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2025;

WHEREAS, City is a local jurisdiction required to comply with the Regulations; and may face continuing violations of the Regulations commencing during the 2022 calendar year;

WHEREAS, Senate Bill 619 (Laird, 2021), through amendments to Section 42652.5 of the Public Resources Code (Statute), created a mechanism called a Notification of Intent to Comply through which a local jurisdiction may secure administrative civil penalty relief from any continuing violations of the Regulations for the 2022 calendar year and may be eligible for a broader and longer-term regulatory compliance path, including suspended administrative civil penalties, through a corrective action plan;

WHEREAS, the City is a local jurisdiction authorized by the Statute to submit a Notification of Intent to Comply for CalRecycle approval: and

WHEREAS, CalRecycle shall approve a Notification of Intent to Comply that is duly adopted by the jurisdiction by formal written resolution and meets the requirements of the Statute.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City of South Gate, by and through its Mayor, hereby formally adopts the Notification of Intent to Comply attached as Exhibit "A."

SECTION 3. The City of South Gate hereby authorizes and directs City Manager or designee, on its behalf, to submit the Notification of Intent to Comply attached as Exhibit "A" to CalRecycle for approval pursuant to the Statute.

SECTION 4. By submitting the Notification of Intent to Comply pursuant to and subject to the above referenced requirements, the City of South Gate represents and certifies that it will implement the proposed actions to remedy the violations according to the proposed schedule as approved by CalRecycle and in accordance with the Statute and Regulations.

SECTION 5. The City of South Gate, by and through its City Manager or designee, also acknowledges and agrees to comply with any maximum compliance deadline in any corrective action plan that CalRecycle, in its sole discretion, determines to be necessary and appropriate under the circumstances for the correction of any violation(s) of the Statute and Regulations identified in its Notification of Intent to Comply.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 25th day of **January 2022**.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas (DZ)
Raul F. Salinas, City Attorney

Notification of Intent to Comply

CalRecycle is providing this optional form as a convenience to assist jurisdictions (counties, cities, a county and city, or special districts providing solid waste collection services) for purposes of submitting a notification of intent to comply to CalRecycle [see Public Resources Code (PRC) section 42652.5(c)].

A jurisdiction may submit a notification of intent to comply if it is facing continuing violations of the Short-lived Climate Pollutants: Organic Waste Reductions requirements in Title 14 California Code of Regulations (14 CCR). The written notification of intent to comply, adopted by resolution of the jurisdiction's governing body, shall be sent to CalRecycle no later than **March 1, 2022**, to NOIC@CalRecycle.ca.gov.

A jurisdiction shall, at minimum, include the following in its notification:

1. A description, with specificity, of the continuing violations.
2. A detailed explanation of the reasons, supported by documentation, why the local jurisdiction is unable to comply.
3. A description of the impacts of the COVID-19 pandemic on compliance.
4. A description of the proposed actions the local jurisdiction will take to remedy the violations within the timelines established in 14 CCR section 18996.2 with a proposed schedule for doing so. The proposed actions shall be tailored to remedy the violations in a timely manner.

Upon approval by CalRecycle of a jurisdiction's notification and implementation of the intent to comply, a jurisdiction may be eligible for both of the following:

1. Administrative civil penalty relief for the 2022 calendar year pursuant to PRC section 42652.5(d).
2. A corrective action plan pursuant to 14 CCR section 18996.2.
 - a. CalRecycle may address through a corrective action plan any violations disclosed in a jurisdiction's notification that will take more than 180 days to correct. In this situation, the proposed actions and schedule in the jurisdiction's approved notification will be in effect until a corrective action plan is issued.

CalRecycle will respond in writing to a jurisdiction within 45 business days of receiving its notification with an approval, disapproval, request for additional information, or timeline for a decision on approval or disapproval. CalRecycle will include details about why a jurisdiction did not meet the requirements for a Notification of Intent to Comply when disapproving the jurisdiction's notification.

Please clearly print or type responses. Attach additional pages as necessary.

Jurisdiction Name: South Gate

County: Los Angeles

Person Completing the Form:

First Name: Auturo

Last Name: Cervantes

Title: Assistant City Manager/Director of Public Works

Mailing Address: 8650 California Avenue

City: Los Angeles

Zip Code: 90280

Email Address: acervantes@sogate.org

Phone Number: (323) 563-9567

1. Select using the check boxes below or write in the continuing violations for each applicable regulatory section. For each selection, please describe the specific violations related to the regulatory section.

Example:

- (B) 14 CCR section 18984.1 Three-Container Organic Waste Collection Services
- i. Not implementing mandatory residential foodwaste collection for all residents. Note: City already provides mandatory greenwaste collection to all residents*
 - ii. Not implementing mandatory commercial organics collection for all businesses under 2 cubic yards. Note: City already provides mandatory commercial organics collection to all businesses 2 cubic yard or more.*

Disclaimer: The list of possible continuing violations below is not inclusive of all potential violations of the regulations.

(A) 14 CCR section 18984 Combined Organic Waste Collection Services. *This requirement is not included since the requirements are further specified in sections 18984.1-18984.11.*

(B) 14 CCR section 18984.1 Three-Container Organic Waste Collection Services

(C) 14 CCR section 18984.2 Two-Container Organic Waste Collection Services

(D) 14 CCR section 18984.3 Unsegregated Single Container Collection Services

(E) 14 CCR section 18984.4 Recordkeeping Requirements for Compliance with Organic Waste Collection Services

(F) 14 CCR section 18984.5 Container Contamination Minimization

(G) 14 CCR section 18984.6 Recordkeeping Requirements for Container Contamination Minimization

(H) 14 CCR section 18984.7 Container Color Requirements

(I) 14 CCR section 18984.8 Container Labeling Requirements

(J) 14 CCR section 18984.11 Waivers Granted by a Jurisdiction

(K) 14 CCR section 18985.1. Organic Waste Recovery Education and Outreach.

(L) 14 CCR section 18985.2. Edible Food Recovery Education and Outreach

(M) 14 CCR section 18985.3. Recordkeeping Requirements for a Jurisdiction's Compliance with Education and Outreach Requirements

(N) 14 CCR section 18988.1. Jurisdiction Approval of Haulers and Self-Haulers

(O) 14 CCR section 18988.3. Self-haulers of Organic Waste

(P) 14 CCR section 18988.4. Recordkeeping Requirements for Compliance with Jurisdiction Hauler Program

(Q) 14 CCR section 18989.1. CALGreen Building Codes

(R) 14 CCR section 18989.2 Model Water Efficient Landscape Ordinance

- (S) 14 CCR section 18991.1. Jurisdiction Edible Food Recovery Program
- (T) 14 CCR section 18991.2. Recordkeeping Requirements for Jurisdiction Edible Food Recovery Program
- (U) 14 CCR section 18992.1. Organic Waste Recycling Capacity Planning
- (V) 14 CCR section 18992.2. Edible Food Recovery Capacity
- (W) 14 CCR section 18993.1. Recovered Organic Waste Product Procurement Target
- (X) 14 CCR section 18993.2. Recordkeeping Requirements for Recovered Organic Waste Procurement Target
- (Y) 14 CCR section 18993.3. Recycled Content Paper Procurement Requirements
- (Z) 14 CCR section 18993.4. Recordkeeping Requirements for Recycled Content Paper Procurement
- (AA) 14 CCR section 18994.2. Jurisdiction Annual Reporting
Note: This requirement is not included since jurisdictions are still expected to report to CalRecycle.
- (BB) 14 CCR section 18995.1. Jurisdiction Inspection Requirements
Note: Section 18995.1(a)(1) should not be included because a jurisdiction should already be completing this action due to the requirements of PRC Chapter 12.9 (commencing with Section 42649.8)
- (CC) 14 CCR section 18995.2. Implementation Record and Recordkeeping Requirements
- (DD) 14 CCR section 18995.3. Jurisdiction Investigation of Complaints of Alleged Violations
Note: This requirement is not included since jurisdictions are still expected to investigate complaints.
- (EE) 14 CCR section 18995.4. Enforcement by a Jurisdiction

Use the check box(es) below to write in the continuing violations for any regulatory section(s) not reflected above and describe the specific violations related to the regulatory section.

Example:

- (1) (Type regulatory section number) (Type regulatory section title)
 - i. *Describe the specific violations related to the regulatory section*

- (1)
- (2)
- (3)
- (4)
- (5)

2. A detailed explanation of the reasons why the jurisdiction is unable to comply, supported by documentation, if applicable.
The City Solid Waste Contract is expiring on December 31, 2022. The City has released a Request for Proposals (RFP) to procure a new vendor. The new solid waste hauler will be responsible to implement the requirements of SB 1383. The City anticipates award a solid waste hauling contract in July 2022
3. A description of the impacts of the COVID-19 pandemic on compliance.
4. Provide a description of the proposed actions the jurisdiction will take to remedy the violations with a proposed schedule for completing each action. The proposed actions shall be tailored to remedy the violations in a timely manner. See optional format below.

I hereby certify under penalty of perjury that the information provided herein is true and correct to the best of my knowledge.

Signature

Printed Name

Title

Date

Description of the proposed actions with proposed schedules the jurisdiction will take to remedy the violations. The proposed actions shall be tailored to remedy the violations in a timely manner.

Regulatory Requirement and Description	
Action	Proposed Schedule
TASK 1:	Date to be completed:
TASK 2:	Date to be completed:
TASK 3:	Date to be completed:

Regulatory Requirement and Description	
Action	Proposed Schedule
TASK 1:	Date to be completed:
TASK 2:	Date to be completed:

EXAMPLE

<p>Regulatory Requirement: (B.i.) 14 CCR section 18984.1 Three-Container Organic Waste Collection Services Description: Not implementing mandatory residential foodwaste collection for all residents. Note: City already provides mandatory greenwaste collection to all residents</p>	
Action	Proposed Schedule
TASK 1: <i>Purchase two additional collection trucks and modify collection routes</i>	Date to be completed: 4/7/2022
TASK 2: <i>The city will work with its hauler to find a facility to accept mixed organic waste.</i>	Date to be completed: 4/14/2022

<p>Regulatory Requirement: (B.ii.) 14 CCR section 18984.1 Three-Container Organic Waste Collection Services Description: Not implementing mandatory commercial organics collection for all businesses under 2 cubic yards. Note: City already provides mandatory commercial organics collection to all businesses 2 cubic yard or more.</p>	
Action:	Proposed Schedule
TASK 1: <i>Purchase two additional collection trucks and modify collection routes</i>	Date to be completed: 4/21/2022
TASK 2: <i>The city will work with its hauler to acquire and distribute appropriate containers to all commercial accounts. The city will obtain monthly reports from the hauler to monitor full distribution of carts.</i>	Date to be completed: 4/28/2022

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, AUTHORIZING THE SUBMITTAL OF AN APPLICATION
TO CALRECYCLE SB 1383 LOCAL ASSISTANCE GRANT PROGRAM**

WHEREAS, Public Resources Code sections 48000 et seq. authorizes the Department of Resources Recycling and Recovery (CalRecycle) to administer various grant programs (grants) in furtherance of the State of California's (state) efforts to reduce, recycle and reuse solid waste generated in the state thereby preserving landfill capacity and protecting public health and safety and the environment;

WHEREAS, in furtherance of this authority CalRecycle is required to establish procedures governing the application, awarding, and management of the grants;

WHEREAS, CalRecycle grant application procedures require, among other things, an applicant's governing body to declare by resolution certain authorizations related to the administration of CalRecycle grants; and

WHEREAS, the City of South Gate requests authorization to submit an application to CalRecycle for the SB 1383 Local Assistance Grant Program. The SB 1383 Local Assistance Grant Program is a one-time, non-competitive grant program which will provide \$57 million to assist local governments in the implementation of SB 1383 requirements for organic waste diversion and the City has been allocated \$127,658 based on per capita.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City authorizes the submittal of application to CalRecycle for the SB 1383 Local Assistance Grant Program.

SECTION 3. City Council authorizes Assistant City Manager/Director of Public Works, or his/her designee, to execute in the name of the City all grant documents, including but not limited to, applications, agreements, amendments, and requests for payment, necessary to secure grant funds and implement the approved grant project.

SECTION 4. This authorization is in effective for five (5) years from the date of adoption of this resolution.

PASSED, APPROVED and ADOPTED this 25th day of **January 2022**.

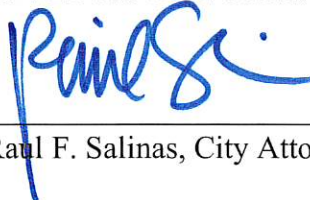
CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

JAN 19 2022

12:20 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022
Originating Department: Parks & Recreation

Interim Director: Steve Costley (AE) Interim City Manager: Chris Jeffers
Steve Costley Chris Jeffers

SUBJECT: SPECIAL EVENT LICENSE AGREEMENT WITH TWEEDY MILE ASSOCIATION TO HOLD THE 2022 AZALEA CAR SHOW

PURPOSE: To approve a Special Event License Agreement for Car Show Operations with the Tweedy Mile Association to be held on March 30, 2022, in South Gate Park.

- RECOMMENDED ACTION:** The City Council will consider:
- a. Approving a Special Event License Agreement with the Tweedy Mile Association to hold the Azalea Car Show Operations in South Gate Park on March 30, 2022; and
 - b. Authorizing the Director of Parks and Recreation to execute the Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: The waving of certain rental fees associated with the use of the Golf Course and Showmobile are valued at approximately \$3,000 and are in the Parks & Recreation Department annual budget. The Special Event License Agreement calls for the Tweedy Mile Association to reimburse the City for any other costs it may incur associated with the Azalea Car Show, including the Police Department for any support services provided.

REPORT SUMMARY: The annual Azalea Festival Car Show has been part of the Azalea Festival for 40+ years. The Tweedy Mile Association (TMA) has been operating the show since 2006 on a year-to-year basis at the request of the Parks & Recreation Department. In 2016, TMA requested an overall 3-year agreement so they could better promote the show from year to year. The City Council granted the request in November of 2016 (Contract No. 3262) and in November 2019 the Director of Parks & Recreation at that time, extended the agreement to include the Azalea Festival of 2020.

Since the 2020 Car Show never took place due to the COVID-19 pandemic, staff is recommending that the TMA be able to operate the Azalea Car Show for 2022 under the attached Special Event License agreement.

There are some changes to this Special Event License than in years past. This agreement would require the TMA to provide a breakdown of event revenues and expenses. The City recognizes

that this event is undertaken by TMA as both a community event and general fundraiser in order for the Association to undertake activities not funded by the Tweedy Mile Business Improvement Assessment. The City has also traditionally contributed certain City resources such as waiving the rental fee; waiving the lost revenue associated with golf course operations; waiving some staff time that would be associated with the normal rental process and assisting in the marketing of the activity on the City's various social media platforms. However, the waiver of costs does not extend to use of Police Department personnel needed to perform at the event. TMA will be required to fully reimburse those costs.

In addition, given the evolving COVID restrictions from the County of Los Angeles, the agreement requires TMA, or its agents, to fully comply with those restrictions at the time of the event.

ATTACHMENT: Proposed Special Event License Agreement

**SPECIAL EVENT LICENSE AGREEMENT
FOR CAR SHOW OPERATIONS
BETWEEN THE CITY OF SOUTH GATE AND
TWEEDY MILE ASSOCIATION**

This License Agreement (“Agreement”) is made and entered into on January 25, 2022, by and between the City of South Gate, a municipal corporation (hereinafter referred to as the "City"), and Tweedy Mile Association (hereinafter referred to as the "Licensee"). City and Licensee are sometimes hereinafter individually referred to as a “Party” and collectively as “Parties.”

RECITALS

WHEREAS, Licensee desires to hold and produce a Car Show event (“Car Show”) within the City of South Gate;

WHEREAS, City desires to continue to offer this historic event in South Gate as part of the annual Azalea Car Show;

WHEREAS, Licensee warrants to the City that it has the qualifications, experience, and facilities to perform properly and timely in producing the Car Show permitted under this Agreement; and

WHEREAS, City is willing to grant a license to Licensee for operation of a Car Show at South Gate Park under the terms and conditions herein stated.

NOW THEREFORE, the Parties hereby agree as follows:

1.0 GRANT OF EXCLUSIVE LICENSE

City hereby grants to Licensee a temporary, revocable, and exclusive license to enter upon those areas of South Gate Park specified on the attached diagram Attachment A – (“Car Show Area”) and to use said property at the times and dates agreed upon by Licensee and City and attached hereto, according to the terms and conditions, herein provided. Unless otherwise stipulated or modified, the proposed events shall take place annually on the Sunday which falls during the Annual Azalea Festival and shall take place on the South Gate Golf Course, a specific schedule to be agreed upon in writing at least six months prior to each event.

1.1 Revocability

City may in its sole and unfettered discretion, revoke this license and/or terminate Agreement without cause upon thirty (30) days advance written notice. In the event that any of the terms of Agreement or city ordinances are violated, or, in the event that, in the City’s sole discretion and judgment in the determination of the City Manager or his/her designee, there is an eminent threat to public health or safety, City may revoke this license at any time and require that all activities related to the license be ceased.

Both Attachment A – Car Show Area and Attachment B – SCHEDULE may be revised by mutual agreement of both Parties at any time. Such revisions should be made in writing and signed by both Parties as acknowledgement of their acceptance.

1.2 Exclusive

Licensee is granted exclusive use of the designated areas for the days and times specified in Agreement. City may not grant permission to other persons to use the same property, which is the subject matter of Agreement at the same times as are herein specified without other or further notice to Licensee. City reserves the right for its staff and representatives to enter into the Car Show Area at any time for maintenance, security or monitoring purposes.

The exclusive nature of Agreement pertains solely to the use of the designated Car Show Area during the dates and times specified in Agreement. This exclusivity shall not be construed to prevent the City from any operations, licensing, or use of the Car Show Area outside of the designated periods or to limit the ability of the City to offer other events or activities of a similar nature. City reserves the right to produce other events, whether or not they are similar in nature to Licensee's EVENTS or to enter into other license agreements so long as they do not directly conflict with Licensee's use of Car Show Area.

1.3 Temporary

Unless sooner revoked, rescinded, or terminated, Agreement shall automatically expire as specified under Section 3: TERM OF AGREEMENT.

2.0 PERMISSABLE USE

Licensee shall use, under terms and conditions consistent with those set forth in Agreement, the Car Show Area for the sole purpose of conducting a classic car show and other associated activities as specifically approved by City, and for no other purpose. All activities, vendors, performers, designated spectator areas, signage, preparation areas, support staff, vehicles and equipment shall be located in the Car Show Area.

All vendors, sales of merchandise and food service shall comply with all City, County and State laws and regulations including having a current business license with the City and adhering to all health codes. Licensee and sellers shall not interfere with or impede access for emergency vehicles. Any additional equipment or requirements needed to meet health codes or other regulations beyond those specifically outlined in Agreement as being "City responsibility" shall be the responsibility of Licensee.

3.0 TERM OF AGREEMENT

Agreement will become effective on upon execution and will remain in effect until June 30, 2022, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided herein.

4.0 HOURS OF OPERATION

The license herein granted shall be valid only March 30, 2022. Normal hours of operation are between the hours of 6:00 a.m. and 10:00 p.m. Specific days and times shall be agreed upon by both Parties at least 30 days prior to the event for each of the following activities: setup, performance, and cleanup.

- a) Setup – Set up may begin on the day of the event no earlier than 6:00am. Prior to the scheduled start of set up, Licensee may have non-exclusive access as needed for measurement, inspection or other evaluation and planning purposes. There can be no deliveries of equipment or arrival of vehicles or staff prior to the setup period. At the beginning of the setup period, Licensee shall have exclusive use, at agreed upon times, and full responsibility for the Car Show Area including all safety and security. City will not be responsible for equipment or other materials left in the Car Show Area. Members of the public shall not be allowed within the Car Show Area during Setup.
- b) Event – Event periods shall be those periods specified when the Car Show Area is open to the public. All sales, entertainment, games and associated activities shall be restricted to those hours designated for the Event period. No vehicles will be allowed to be moved in the Car Show Area while the public is present. Event periods will end no later than 10:00pm.
- c) Clean up – Licensee will have one day after the final performance to remove all equipment, materials and supplies from the Car Show Area and return the Car Show Area to its original condition, with the exception of normal wear and tear. Clean up activities must take place between the hours of 6:00 a.m. and 10:00 p.m. Members of the public shall not be allowed within the Car Show Area during Cleanup.
- d) Materials, supplies, equipment, and vehicles may not be stored at City facilities outside of the Car Show Area before, during or after Licensee's license period without express written consent from the City.

Days and times may be modified at any time by mutual written agreement of the Parties.

5.0 LICENSE FEES. This event is acknowledged to be part of the City's annual Azalea Festival. As such, fees for use of the Car Show Area, Showmobile and Park and Recreation staff typically assigned to the rental of Car Show Area and use of Showmobile are to be waived. LICENSE is responsible for costs owed by the Licensee to any other agency or business and those direct costs to be reimbursed to the City as specified in 8.0c below.

In addition, and at the same time, Licensee shall provide City with a security deposit of \$1,000 to be held until all claims of damage or additional costs have been resolved and reimbursed to the City. At such time, City shall return Licensee's security deposit by check within 30 days.

6.0 COMPENSATION TO LICENSEE. Licensee will receive no compensation from the City for operation of the Car Show or other services provided by Licensee in association with Agreement unless agreed to in advance by the Director in writing.

- a) Licensee may not charge parking fees associated with the Car Show.
- b) Licensee may charge entry fees for both entrants and spectators entering the Car Show Area.
- c) Licensee may charge vendors either a flat fee or a percentage of their gross sales, for their participation as a vendor in the Car Show. Licensee is solely responsible for the collection and accounting of any fees it may charge.
- d) Licensee may sell advertising, solicit sponsors, and include affiliate organizations and businesses in order to secure financial support for the Car Show. City shall have final approval of all sponsors or advertisers who will be associated with or advertise at the event beyond Licensee. Licensee may not make any commitment or agreement which would exceed their rights as spelled out in Agreement and may not make any commitment or agreement on behalf of the City or in any way act or represent themselves as an agent of the City.
- e) Licensee shall provide a full detailed accounting including sources of revenues generated by the event as well as sources of expenses within 30 days of the close of the Car Show. Accounting shall detail the revenue sources and amount along with expenses showing sources and amount.

7.0 CITY AGENT. The Director of Parks & Recreation, or his/her designee ("Director"), for the purposes of Agreement, is the agent for the City; whenever approval or authorization is required, Licensee understands that the Director of Parks & Recreation, or his/her designee, has the authority to provide that approval or authorization.

8.0 SPECIAL TERMS AND CONDITIONS

- a) Habitation – Vendors, crew, performers and other employees, contractors or agents of Licensee shall not be allowed to habitate or otherwise camp or stay in the Car Show Area or on the park grounds or parking lots after hours of operation other than one designated security personnel who is responsible for monitoring and maintaining security and safety in the Car Show Area during those hours of non-operation.
- b) Fees - Licensee shall pay all fees and costs required by government agencies related to the Car Show including permit fees, health inspections, business license, fire, and other governmental charges.
- c) City Costs – Licensee shall pay, other than those specifically stated in Section 5 of Agreement, all costs incurred by the City in relation to the Car Show (CITY COSTS) including those costs associated with the City's obligations as outlined in Agreement. Such costs may include additional park maintenance, public works support, police services, etc.

No less than 30 days prior to the Car Show, City shall provide Licensee with an itemized estimate of all costs which the City can reasonably foresee for services and costs that the City expects to incur as a result of the Car Show. These costs will be based upon services requested by the Licensee and for those services which the City feels, in its sole discretion, necessary for the safety and integrity of the facilities and the public. This estimate shall not limit the City's ability to require reimbursement for additional costs incurred by unforeseen incidents or for additional requests made by Licensee after the preparation of the estimate.

- d) Reimbursement to City – Within 7 days of the conclusion of the Car Show, City shall provide Licensee with an accounting of those actual costs to be reimbursed as specified above. If Licensee wishes to dispute any costs included within the accounting, Licensee must do so in writing within 7 days of receipt of accounting report from City. Once City and Licensee agree on the amount to be reimbursed to the City, Licensee will provide payment in full within 7 days. Alternately, if the Reimbursement to City is less than the Security Deposit, Licensee may request that the Reimbursement be deducted from the Security Deposit.
- e) Police Services – With the exception of overnight security, and unless otherwise agreed upon, the City shall provide police services for the Car Show through the resources of the South Gate Police Department. The City, at its sole discretion, shall determine the required level of service and at least 30 days prior to the Car Show, shall provide Licensee with an operational plan for such along with an estimated cost for these services. All costs associated with police or public safety personnel provided as a direct result of the Car Show shall be reimbursed by Licensee.
- f) Firearms – Firearms and explosives are expressly forbidden on the park. Any employee, vendor, contractor or security personnel who will have a firearm while on the park must receive special permission from the Chief of Police to do so. Any pyrotechnics or other performance oriented explosive devices must be approved ahead of time by City and by Los Angeles County Fire Department.
- g) Talent - Licensee has sole determination and responsibility of the acts, performers, schedule, vendors, and activities which together represent the nature and character of the Car Show. Licensee understands that this event and the facilities remain subject to all Park Ordinances, Rules and Regulations and that the nature of the event shall be promoted and presented as a “Family Event” and that all performances and activities shall comply to a level of decorum, language and behavior which will create an atmosphere appropriate for all ages.
- h) Equipment – Licensee is provided with the Car Show Area in as-is condition. Licensee is responsible to provide all equipment, supplies and materials required to operate the Car Show. All equipment and staging as well as booths, rides and other attractions must comply with all local, state and federal regulations as well as all industry standards for safety and proper operation.

- i) Modifications – Licensee may not make any modifications to existing facilities without express written consent from City. Any modifications so approved will be at the sole expense of Licensee and Licensee shall be responsible for all costs to restore Car Show Area to its original condition at the conclusion of the Car Show unless this condition is expressly waived by the City in writing.
- j) Advertising – Licensee and City shall cooperate in developing a promotional plan for the Car Show. Licensee is solely responsible for all advertising costs associated with the Car Show. The City may, at its sole discretion, assist in advertising the Car Show through its own means and at its own cost. In doing so, City shall comply with all logos, slogans and other advertising standards provided by Licensee. Licensee is hereby given express permission to use the City logo or the names City of South Gate, Parks & Recreation or South Gate Park as a co-sponsor of the event in any of its advertising or promotions. Unless otherwise agreed to, all advertising will refer to the Car Show as the “Annual Azalea Car Show” and the City of South Gate Parks & Recreation Department will be designated as an event sponsor as mutually deemed appropriate.
- k) City may allow up to ten (10) booths to be set up in the Car Show Area by local organizations for the purpose of distributing information only. Such booths shall consist of no more than a 10’x10’ canopy, one eight foot table and two chairs along with such display items and informational pieces required. All displays as well as canopy, table and chairs will be provided either by the organization or by the City.
- l) Licensee shall notify all local governmental agencies having jurisdictional responsibility over the Car Show and cooperate with them in regard to their requirements for protection of the public.
- m) Sanitation - Licensee shall provide sufficient number of portable toilets, including ADA compliant toilets, and trash receptacles to handle the needs of the attending public. Toilets shall be cleaned on a frequent basis. Trash cans shall be emptied with enough frequency to prevent overflow or the attracting of insects or other pests. Trash, litter, and other debris not in trash cans will be picked up and removed from the Car Show Area throughout the event and with enough frequency to ensure a safe, healthy, and inviting event location. Trash may be placed in dumpsters provided by the City at the City’s expense.
- n) Food spoils – Vendors who will be preparing food to be sold in the Car Show Area may not use City trash cans or dumpsters for food spoils or preparation waste. Such waste must be disposed of offsite.
- o) City shall provide staff to patrol and clean parking lots designated for Car Show parking. Cost for such services shall be included in CITY COSTS and reimbursed by Licensee.
- p) Alcohol – Licensee understands and agrees that alcohol, alcohol related products or drug paraphernalia may not be sold or advertised in the Car Show Area or in relation to the Car Show unless first approved by the Director of Parks & Recreation in writing on a separate agreement.

- q) Licensee shall retain the right to revoke admission to the Car Show grounds of any person suspected to be in possession of any alcoholic beverages, illegal drugs, weapons, animals, or acting in a manner that may cause alarm to the general public.
- r) Damage - In the event that any property damage is sustained as a result of the Car Show, Licensee agrees to repair the damage at Licensee's expense.
- s) Pollution Discharge - Licensee shall be responsible for ensuring that Car Show and all associated activities are operated and maintained in compliance with the provisions of the National Pollution Discharge Elimination System (NPDES).
- t) Assignments and Subletting - Licensee shall not voluntarily or by operation of law assign, transfer, mortgage, pledge, or otherwise transfer or encumber all or any part of Licensee's interest in Agreement or in the Car Show Area.

9.0 INDEMNIFICATION AND INSURANCE

9.1 Licensee shall indemnify City, its elected officials, officers, and employees, and shall hold City harmless, and shall defend City upon request and tender of defense, against any and all liability and loss, including but not limited to reasonable attorney's fees, which City may incur because of injury to any person or damage to or destruction of any property caused by Licensee, its agents, employees, manager, owners, members, vendors, customers, or invitees.

9.2 Not less than thirty (30) days prior to the start of each event, Licensee shall submit to the City certificates indicating the Permittee has obtained from insurers listed "A" or better in the Best's Insurance Guide and authorized to do business in the State of California insurance policies for not less than the following coverage and limits of insurance:

- i) General liability insurance coverage in an amount not less than \$5,000,000 if carnival rides or attractions are included or \$2,000,000 if they are not.
- ii) Workers' compensation coverage as required by law and with employer's liability limits of at least \$1,000,000 per occurrence.
- iii) Automobile coverage shall have a combined single limit of not less than \$1,000,000, for injuries arising out of one occurrence, and \$500,000 for property damages. The automobile and comprehensive general liability policies may be combined in a single policy
- iv) Comprehensive General Liability insurance as follows:
 - (a) An endorsement extending coverage to the City, its officers, agents, and employees as an additional insured, in the same manner as the named insured, as respects liability arising out of activities related to Agreement.
 - (b) A clause specifying that such insurance shall be primary insurance as respects the interest of the City, and any other insurance maintained by the City shall be

considered excess coverage and not contributing insurance with the insurance required hereunder.

- (c) A "Severability of Interest" clause stating that the insurance policy applies to each insured person as if each had a separate insurance.
 - (d) A provision or endorsement stating that such insurance, subject to all of its other terms and conditions, cover the operations of the Permittee pursuant to the terms of Agreement.
 - (e) If the Permittee allows the participation of children under the age of eighteen years, a policy including coverage of at least \$500,000 per occurrence for liability or claims related to molestation.
- v) As a condition precedent to Agreement, the Permittee shall maintain such insurance and shall provide to the City such subsequent certificates of insurance evidencing the continued maintenance of all required policies and endorsements throughout the term of Agreement.
 - vi) The requirements as to the types and limits of insurance to be maintained by the Permittee are not intended to and shall not in any manner limit or qualify the Permittee's liabilities and obligations under Agreement.
 - vii) Any policy or policies of insurance that the Permittee elects to carry as insurance against loss or damage to its equipment and other personal property used in the performance of Agreement shall include a provision waiving the insurer's right of subrogation against the City.
 - viii) All of the Permittee's policies shall contain an endorsement providing that written notice shall be given to the City at least thirty (30) calendar days prior to cancellation of the policy for any reason.
 - ix) The Permittee shall require any and all subcontractors to provide comparable insurance unless specifically covered under Permittee's policy.
 - x) Cover all operations and activities of the Permittee pursuant to the terms of Agreement.
 - xi) AN ACTUAL COPY OF THE BLANKET ADDITIONAL INSURED POLICY LANGUAGE OR ENDORSEMENT MUST BE ATTACHED TO THE CERTIFICATE OF LIABILITY INSURANCE.

10.0 COMPLIANCE WITH LAWS AND PARK RULES

Licensee and all its vendors shall comply with all applicable laws, ordinances, rules, and regulations of all governmental agencies, including, without limitation, all City and Park rules and regulations.

11.0 NON-DISCRIMINATION.

The Licensee shall not discriminate as to race, creed, gender, color, national origin, or sexual orientation in the performance of its services and duties pursuant to Agreement, and will comply with all applicable laws, ordinances, and codes of the Federal, State, County and City governments.

12.0 CITY'S OBLIGATIONS

Except for the obligations of City specifically set forth in Agreement, it is intended by the Parties hereto that City shall have no obligation, in any manner whatsoever, to repair and maintain the Car Show Area, nor any structural improvements located thereon, nor any equipment now or hereafter located therein. Licensee expressly waives the benefit of any statute now, or hereafter, in effect which would entitle Licensee to make repairs at City's expense.

12.1 Specific Facilities to be provided

No less than 90 days prior to each event, Licensee shall submit a final version of Attachment A outlining the specific facilities to be used, equipment to be provided by City and ancillary facilities requested. Use of the Golf Course itself, the Showmobile and the Starters Shack shall be covered by the License Fee as designated in Section 5. Any additional requests may result in additional charges as designated in Section 8.C.

12.2 Condition of Premises

Licensee shall accept the Car Show Area in its condition existing as of the date of each Car Show immediately preceding occupancy by Licensee or its vendor, customers, employees, or agents. Licensee acknowledges that neither City, nor any representative of the City, has made any representation or warranty as to the present or future suitability of the Car Show Area for the conduct of Licensee's event. Furthermore, City makes no representations as to whether hazardous materials or toxic waste may be located on or near the subject premises.

12.3 Notification of unsafe conditions

In the event that the Licensee believes that an unsafe condition exists as a result of their inspection of the Car Show Area prior to any scheduled Car Show, it is the responsibility of the Licensee to notify the Director of such conditions immediately and ensure that Licensee activities, employees, vendors and members of the public are prevented from entering any area which may be deemed hazardous or unsafe by the Licensee until such conditions may be appropriately corrected.

12.4 Security Measures

Licensee acknowledges that nothing in Agreement obligates the City to provide guard service or other security measures for the protection of the vehicle's equipment or belongings of any participant, exhibitor, vendor or performer and that City shall have no

obligation whatsoever to provide same. Licensee assumes all responsibility for the protection of Car Show, its vendors, agents, and invitees, from acts of third Parties.

13.0 RELATIONSHIP OF THE PARTIES

Nothing in Agreement shall be constructed as creating a partnership or a joint venture, it being understood that each of the Parties hereto is responsible for its own separate debts and obligations. The Licensee shall have no power to incur any debt or obligation for or on behalf of the City. Neither the City nor any of its officers or employees shall have any control over the conduct of the Licensee, or any of the Licensee's employees, except as herein set forth, and the Licensee expressly warrants not to, at any time or in any manner, represent that it, or any of its agents, servants or employees are in any manner employees of the City, it being distinctly understood that the Licensee is and shall at all times remain to the City a wholly independent contractor and the Licensee obligations to the City are solely such as are prescribed by Agreement.

14.0 NOTICE TO PARTIES

Any notice required or permitted under Agreement to be given by either Party may be given by depositing in the United States mail, postage prepaid, first class, a notice addressed as follows:

To City: City of South Gate
 4900 Southern Avenue
 South Gate, CA 90280
 Attn: Steve Costley, Director of Parks & Recreation
 scostley@sogate.org
 (323) 563-5494

To Licensee: President
 Tweedy Mile Association
 3517-C Tweedy Blvd.
 South Gate, CA 90280

15.0 GENERAL PROVISIONS

15.1 Legal Construction.

(a) Agreement is made and entered into in the State of California and shall in all respects be interpreted, enforced, and governed under the laws of the State of California.

(b) Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of Agreement shall be construed as though each of the Parties participated equally in the drafting of same, and any rule of construction that a document is to be construed against the drafting Party shall not be applicable to Agreement.

(c) The article and section, captions and headings herein have been inserted for convenience only, and shall not be considered or referred to in resolving questions of

interpretation or construction.

(d) Whenever in Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.

15.2 Waiver; Remedies Cumulative.

Failure by a Party to insist upon the performance of any of the provisions of Agreement by the other Party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such Party's right to demand compliance by such other Party in the future. No waiver by a Party of a default or breach of the other Party shall be effective or binding upon such Party unless made in writing by such Party, and no such waiver shall be implied from any omissions by a Party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a Party under Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

15.3 Mitigation of Damages.

In all such situations arising out of Agreement, the Parties shall attempt to avoid and minimize the damages resulting from the conduct of the other Party.

15.4 Partial Invalidity.

If any provision in Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

15.5 Attorneys' Fees.

The Parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorneys' fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any Party hereto to enforce Agreement, the prevailing Party in such action shall be entitled to reasonable attorneys' fees and costs in addition to all other relief to which that Party or those Parties may be entitled.

15.6 Entire Agreement.

Agreement constitutes the whole agreement between the City and the Licensee, and neither Party has made any representations to the other except as expressly contained herein.

Neither Party, in executing or performing Agreement, is relying upon any statement or information not contained in Agreement. Any changes or modifications to Agreement must be made in writing appropriately executed by both the City and the Licensee.

15.7 Non-Assignability.

The Licensee shall not assign or transfer any interest in Agreement without the express prior written consent of the City.

15.8 Severability

The invalidity of any provision of Agreement, as determined by a court of competent jurisdiction, shall in no way affect the validity of any other provisions hereof.

[Remainder of page left blank intentionally.]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Steve Costley, Director of Parks & Recreation

Dated: _____

ATTEST:

By: _____
CARMEN Avalos, City Clerk
(Seal)

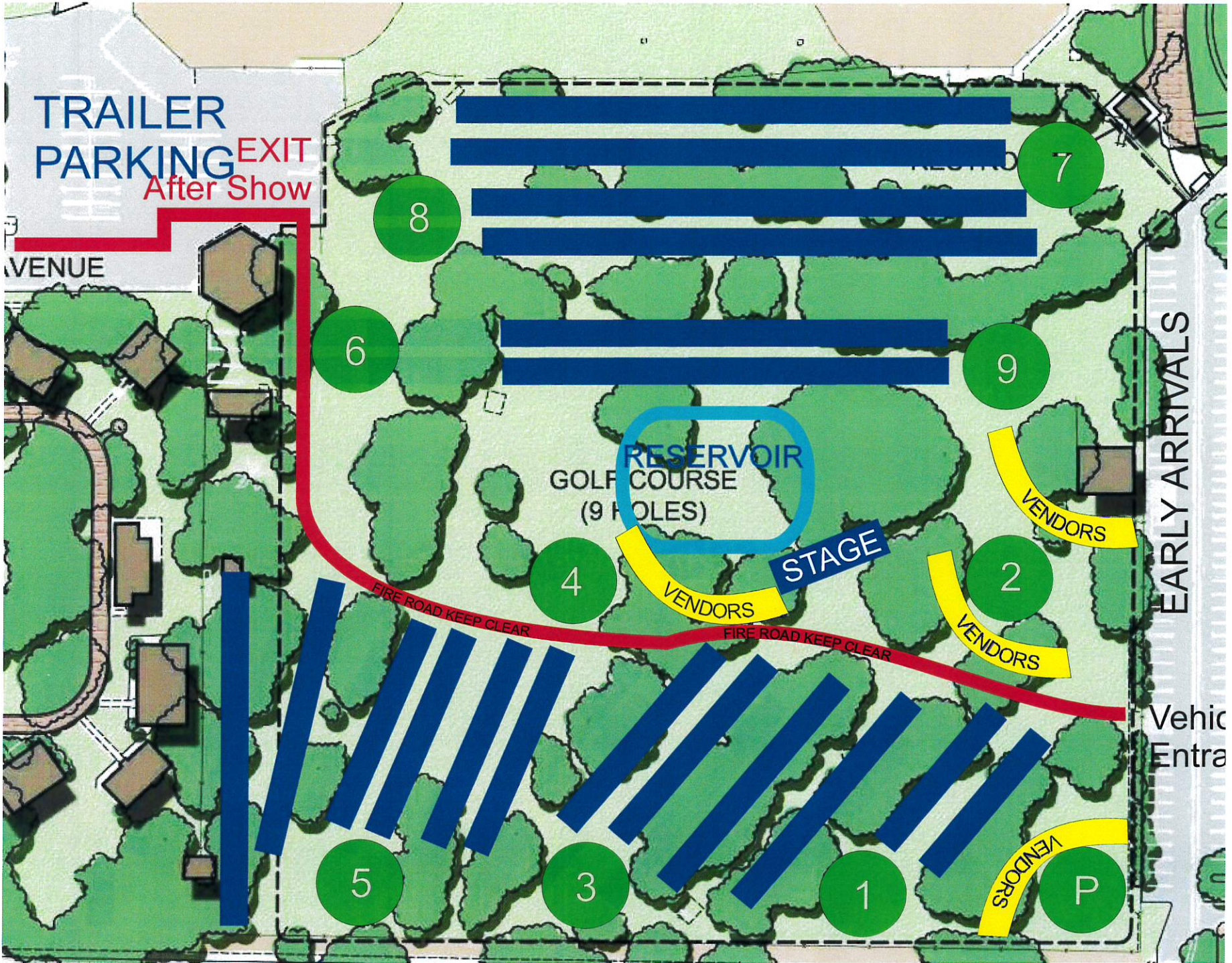
APPROVED AS TO FORM:

By: Raul F. Salinas (DS)
Raul F. Salinas, City Attorney

TWEEDY MILE ASSOCIATION:

By: _____

Dated: _____



JAN 13 2022

2:00pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022
Originating Department: Parks and Recreation

Department Head: Steve Costley (AR) City Manager: Chris Jeffers
Steve Costley Chris Jeffers

SUBJECT: PURCHASE ORDER FOR A CAB TRACTOR TRIPLE FLAIL SYSTEM MOWER FOR THE PARKS & RECREATION DEPARTMENT

PURPOSE: To approve the purchase of a Cab Tractor with triple flail system to replace a 2012 Trimax Snake mower attachment currently in the Park & Recreation Department fleet.

RECOMMENDED ACTION: The City Council will consider authorizing the issuance of a Purchase Order with Eberhard Equipment for the purchase of a Kubota Tractor with Triple Flail System Mower model M5-111HDC-1C4 for the Parks & Recreation Department in the total amount of \$165,253.73.

FISCAL IMPACT: Funds, in the amount of \$115,000.00, were included in the Fiscal Year 21/22 Municipal Budget for this purchase in Account Number 523-460-61-9003 (Capital Asset & Equipment Replacement (CAER) Fund - P&R Grounds Maintenance - Auto/Rolling Stock). However, due to the short supply of equipment, availability, and the swing in prices attributed to the pandemic, there has been a substantial price increase. We are requesting an additional \$50,253.73 from Account Number 523-460-61-9003(Capital Asset & Equipment Replacement (CAER) Fund to cover the price increase.

ANALYSIS: The Fleet Manager has recommended that the mower be replaced due to ongoing mechanical failure and discontinued replacement parts.

BACKGROUND: The Triple Flail Mower will be used to mow 60 acres of park land on a weekly schedule at Hollydale Regional Park and Circle Park. Flail mowers are used in many mowing conditions from turf to roadsides. They are designed to mow heavier turf areas. The turf growth habits at Hollydale Regional and Circle parks are significantly different than at South Gate Park and our westside parks.

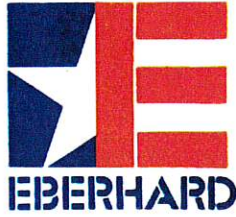
Because of the many trees and structures at South Gate Park and the westside parks, there are varying sun shading patterns that occur throughout the day and the turf tends not to grow aggressively. Hollydale Regional and Circle parks have fewer trees and minimal shading in the turf areas. The turf at these parks grow very aggressively creating more wear and tear on

rotary type mowers.

The purchase of the Triple Flail System Mower will be made through the National IPA pricing contract #2017025. South Gate Municipal Code Section 1.54.510 Both the NJPA and the State of California have bid for this commodity, along with any subsequent service, in a fair and competitive manner complying with the bid requirements (as stated in the City's Municipal Code); therefore, no further bidding or quotes need to be obtained for this purchase.

Eberhard Equipment is the sole source vendor of the Kubota Tractor Triple Flail System Mower.

ATTACHMENT: Eberhard Equipment Quote



Since 1945

Eberhard Equipment
2506 S Harbor Blvd
Santa Ana, Ca 92704
(714)224-6158 cell
(714)957-1111 Office
(714)549-0848 Fax



Sales Quote

Customer: Daniel Rodriguez
Company Name: City Of South Gate
Address: 4900 Southern Ave
City: South Gate Ca 90280
Item Discription: Kubota tractor with flail
Office Number:
Fax Number:
Availability:

12/09/2021

Table with 4 columns: DESCRIPTION, QUANTITY, UNIT PRICE, COST. Row 1: Kubota tractor with flail mower M5-111HDC-1C4 cab ac and heater. 1 \$149,890.00. Row 2: Flail decks for a total of 19' cutting width.

Summary table with 2 columns: CUSTOMER SIGNATURE, SUBTOTAL, TAX, TOTAL. Values: \$149,890.00, 10.25%, \$15,363.73, \$165,253.73.



JAN 19 2022
3:50pm

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: January 25, 2022

Originating Department: Public Works

Department Director: _____

Arturo Cervantes

Interim City Manager: _____

Chris Jeffers

SUBJECT: RECEIVE AND FILE A FOUR-YEAR EXTENSION AND CERTIFICATION OF THE CITY'S ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS REPORT

PURPOSE: The South Gate Police Department (SGPD) uses laser technology to enforce speed limits citywide. A prerequisite of the California Vehicle Code to authorize such enforcement is the Engineering and Traffic Survey for Speed Limits Report (E&TS). It establishes speed limits for streets citywide. The City's E&TS has been certified by a registered traffic engineer for a four-year extension through December 31, 2025.

RECOMMENDED ACTION: The City Council will consider receiving and filing a four-year extension and certification of the Engineering and Traffic Survey for Speed Limits Report establishing speed limits for 49 major and collector roadways citywide to be in effect through and including December 31, 2025.

FISCAL IMPACT: None. However, the cost to prepare the E&TS is estimated to be \$18,846, and it will be funded with Proposition C Funds budgeted in Account No. 222-780-31-6101 in the Fiscal Year 2021/22 Operating Budget. Further, Assembly Bill 43 provided the City the ability to extend the effective period of the E&TS by four years. The City would have otherwise spent approximately \$24,872 to complete a new E&TS. The savings is estimated to be \$6,026.

ANALYSIS: Section 40802 of the California Vehicle Code (CVC) requires completion of an E&TS every five, seven, or ten years to use radar or laser for speed enforcement by the Police Department (PD), or when street segments have undergone improvements which are considered significant changes to traffic conditions. A standard E&TS is valid for five years. The E&TS is automatically extended from five to seven years if PD successfully completes training courses on how to use radar or laser. The E&TS may be extended from seven to ten years if a certified Civil or Traffic Engineer determines that there have been no significant changes to traffic conditions since the preparation of the E&TS seven years ago. Generally, a change in land use, traffic volumes, or number of travel lanes would be considered a significant change.

Assembly Bill 43 was approved on October 8, 2021, and the measure went into effect on January 1, 2022 which allows the extension of E&TS an additional four years. The City's E&TS 10-year

term ended December 31, 2021. Pursuant to AB 43, it qualified for a four year extension. The E&TS before the City Council has been certified by a registered traffic engineer and is hereby extended through December 31, 2025.

BACKGROUND: The City’s street network has over 125 centerline roadway miles, consisting of major, collector and residential streets. Speed limits on major and collector roadways are established through an E&TS. In January 2012, the Hartzog & Crabill, Inc. (HCI) prepared a Citywide E&TS in accordance with the applicable provisions of CVC. It expired December 31, 2021. The Citywide E&TS has been certified by a registered traffic engineer and, therefore, qualifies for a four-year extension to December 31, 2025 (2022 E&TS).

The 2022 E&TS before the City Council re-validated the existing speed limits on 34 of the 49 street segments, thus speed limits remain unchanged. The study, however, recognized that 15 roadway segments have undergone improvements that are considered significant changes to traffic conditions (See Table Below). Examples of significant changes include the installation of raised median islands, bike lanes, increase in travel lanes, traffic signal modifications and new or redevelopment. Based on the findings, speed limits were re-validated on 12 of the 15 street segments surveyed and speed limits are recommended to remain as their currently established speed limits. Three segments on Firestone Boulevard, Imperial Highway and Paramount Boulevard are recommended for a 5 MPH increase in the existing posted speed limit. The speed study found that the 85th percentile speeds warranted this change. A summary of the 15 street segments surveyed is listed below.

Street Segment	Limits		Speed Limit (mph)		
	From	To	Existing	Proposed	Change
Atlantic Avenue	North City Limit	Firestone Boulevard	35	35	-
Atlantic Avenue	Firestone Boulevard	Tweedy Boulevard	35	35	-
Firestone Boulevard	West City Limit	Long Beach Boulevard	35	35	-
Firestone Boulevard	Long Beach Boulevard	California Avenue	35	35	-
Firestone Boulevard	California Avenue	Atlantic Avenue	35	35	-
Firestone Boulevard	Atlantic Avenue	I-710 Freeway	35	35	-
Firestone Boulevard	I-710 Freeway	East City Limit	35	40	Increase
Garfield Avenue	Imperial Highway	Roosevelt Avenue	35	35	-
Garfield Avenue	Roosevelt Avenue	South City Limit	35	35	-
Imperial Highway	West City Limit	East City Limit	40	45	Increase

Otis Street	North City Limit	Firestone Boulevard	30	30	-
Otis Street	Firestone Boulevard	Tweedy Boulevard	30	30	-
Paramount Boulevard	North City Limit	South City Limit	35	40	Increase
Rayo Avenue	Firestone Boulevard	Southern Ave	35	35	-
Wright Road	Atlantic Avenue	South City Limit	35	35	-

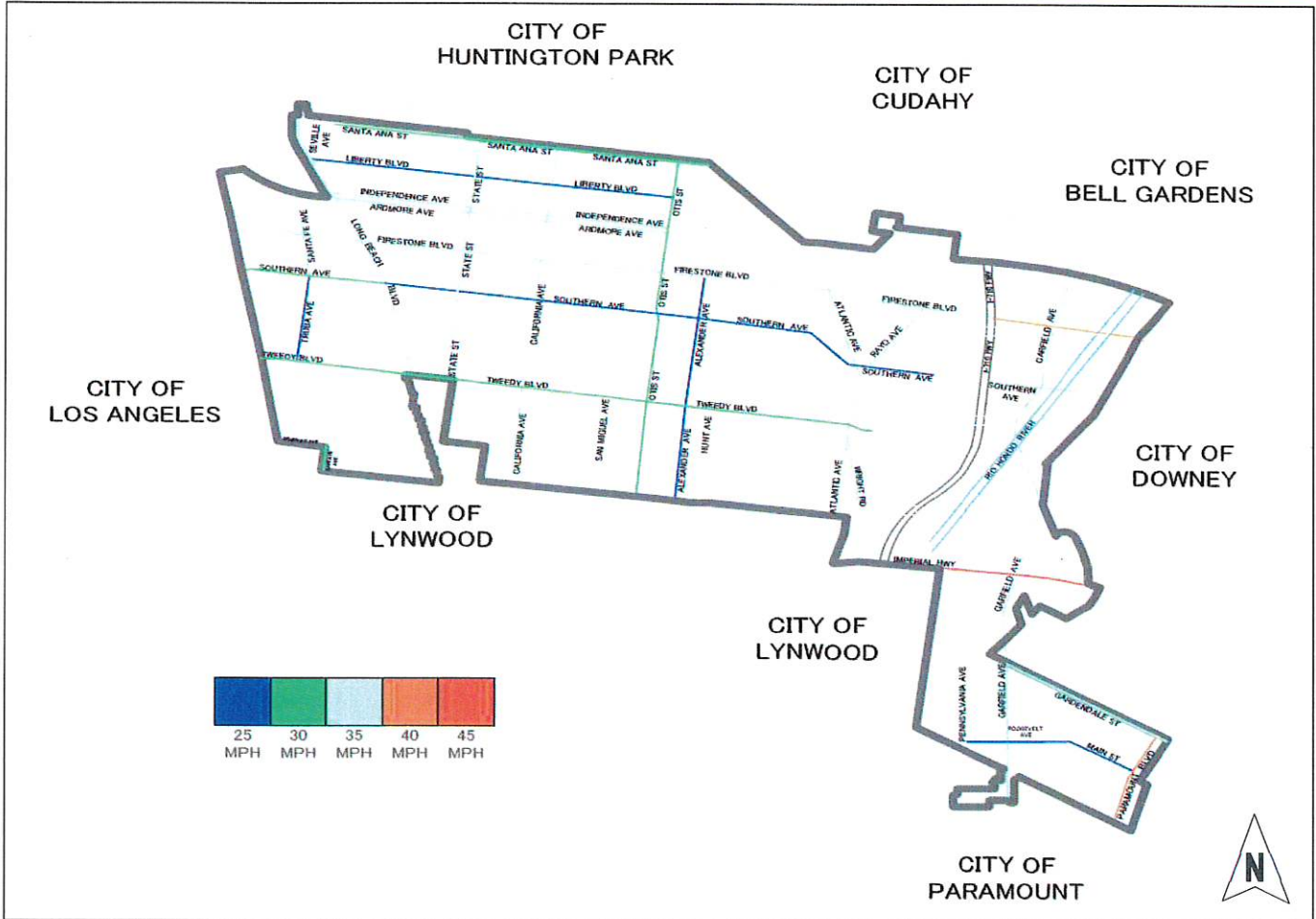
- ATTACHMENTS:**
- A. Engineering and Traffic Survey for Speed Limits
 - B. CVC Section 40802
 - C. Bill AB-43
 - D. Four-year Certification Letter for 34 Segments Through December 31, 2025

JL:lc



2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

CITY OF SOUTH GATE, CA



PREPARED FOR:



**City of South Gate
Public Works Department**
8650 California Ave
South Gate, CA 90280



PREPARED BY:



MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – ITS Consultants
23282 Mill Creek Dr, Suite 120
Laguna Hills, CA 92653
Tel: (949)707-1199
Web: www.minagarinc.com



December 31, 2021

DECEMBER 31, 2021

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS)

SOUTH GATE, CA

PREPARED FOR:



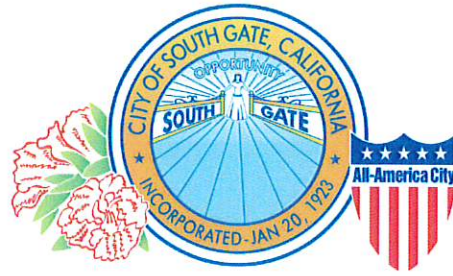
**CITY OF
SOUTH GATE, CA**

PREPARED BY:



MINAGAR & ASSOCIATES, INC.

Traffic/Civil/Electrical Engineering - ITS - Transportation Planning - CEM



CITY OF SOUTH GATE, CA

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional Civil Engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD) Revision 6 (March 30, 2021). Data contained in this report represents a true and accurate description of existing traffic conditions collected and measured in the field on City of South Gate roadways.

Fred Minagar, MS, RCE, PE, Registration No. 53466
Project Manager





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A **SUMMARY OF RECOMMENDED CHANGES TO POSTED SPEED LIMITS**

B **ROADWAY SEGMENT ANALYSIS OF FACTORS NOT READILY APPARENT AND TRAFFIC DATA SUMMARY CERTIFICATION SHEETS**

C **RADAR SPEED SURVEY SHEETS**

D **24-HOUR MACHINE COUNTS TRAFFIC VOLUME DATA**

E **SPEED GUN CALIBRATION CERTIFICATION**



1 EXECUTIVE SUMMARY

This report recommends the establishment and renewal of valid posted speed limits for fifteen (15) street segments on eight (8) citywide streets within the City of South Gate, California, and discusses the findings of an Engineering and Traffic Survey (E&TS) conducted by Minagar & Associates, Inc. which was used to determine these results. This E&TS Report was requested by and prepared for the City of South Gate as a record of existing conditions on the selected roadways, and to provide the City with a basis for updating and validating its currently posted speed limits on citywide streets.

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. In accordance with the latest relevant sections of the *California Vehicle Code (CVC)* and the *California Manual on Uniform Traffic Control Devices (2014 CAMUTCD, Rev. 6 March 30, 2021)*, the E&TS at a minimum must consider, at a minimum, the following contributing factors toward the establishment of appropriate posted speed limits:

- (1) Analysis of prevailing speeds, as determined by traffic engineering measurements;
- (2) Analysis of collision records for the most recent available four-year and two and a half month period; and
- (3) Other highway, traffic, and roadside conditions not readily apparent to drivers.

When qualifying an appropriate speed limit, local authorities may consider factors such as roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, pedestrian and bicyclist safety, the 10-MPH pace range of prevailing traffic, roadside development and environment, parking practices, and the density of adjacent residential and/or business frontage.

The findings of this E&TS reveal that 12 of the 15 surveyed street segments are recommended to remain at their currently established speed limits as documented, and would not require any changes to

The findings of this E&TS reveal that 12 out of the 15 surveyed street segments are recommended to remain at their currently established posted speed limit as documented, and would not require any changes to the existing posted regulatory signage or speed limit pavement markings and 3 segments are recommended for an increase in the existing posted speed limit.





the existing posted regulatory signage or speed limit pavement markings and 3 segments are recommended for an increase in the existing posted speed limit.

The following list summarizes the findings of the E&TS:

Summary of Proposed Speed Limits	
Maintain Existing Posted Speed Limit (12 segments)	
5.) Atlantic Ave – North City Limit to Firestone Blvd.....	35 mph
6.) Atlantic Ave – Firestone Blvd to Tweedy Blvd.....	35 mph
11.) Firestone Blvd – West City Limit to Long Beach Blvd.....	35 mph
12.) Firestone Blvd – Long Beach Blvd to California Ave.....	35 mph
13.) Firestone Blvd – California Ave to Atlantic Ave.....	35 mph
14.) Firestone Blvd – Atlantic Ave to I-710 Fwy.....	35 mph
19.) Garfield Ave – Imperial Hwy to Roosevelt Ave.....	35 mph
20.) Garfield Ave – Roosevelt Ave to South City Limit.....	35 mph
29.) Otis St – North City Limit to Firestone Blvd.....	30 mph
30.) Otis St – Firestone Blvd to Tweedy Blvd.....	30 mph
33.) Rayo Ave – Firestone Blvd to Southern Ave.....	35 mph
49.) Wright Rd – Atlantic Ave to South City Limit.....	35 mph
Increase Existing Posted Speed Limit (3 segments)	
15.) Firestone Blvd – I-710 Fwy to East City Limit.....	35 to 40 mph
21.) Imperial Hwy – West City Limit to East City Limit.....	40 to 45 mph
32.) Paramount Blvd – North City Limit to South City Limit.....	35 to 40 mph

A summary table of proposed changes to posted speeds is provided in **Appendix A** and Roadway Segment analysis of factors not readily apparent and traffic data summary certification sheets justifying posted speed limits for all 15 street segments are provided in **Appendix B**.

Additional supporting documentation of the survey’s methodology are provided in the following sections of this report, including project background, current speed regulations, speed zoning principles, survey methodology, daily traffic volume counts, and radar spot speed survey data upon which the overall conclusions of this engineering and traffic survey and recommended posted speed limits are based.

Radar speed survey sheets and 24-hour machine tube counts (ADT) data are provided in **Appendices C and D** respectively.



2 BACKGROUND / DISCUSSION

The California *Manual on Traffic Uniform Control Devices* (CA MUTCD) states that local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with Section 40802 of the *California Vehicle Code* (CVC) to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review. Speed limits are used to both regulate and guide motorists' speed choices, and are visibly posted on the roadside as a tool to reduce the dangers that drivers might otherwise impose on road users by driving at unsafe speeds.

It is a common assumption that the posting of a speed limit sign will lead to a motorist driving at that speed; however, historical evidence and research shows that the majority of drivers will travel at roadway speeds which seem the most reasonable given the prevailing driving conditions. Speed regulations construed as unreasonable have the potential to be disregarded by an unsafe majority of motorists; therefore, a "reasonable" speed limit is commonly one that conforms to the actual behavior of the general motoring public. Based upon this concept, the California Vehicle Code (CVC) provides the *Basic Speed Law* which states that:

"No person shall drive a vehicle upon a highway at a speed greater than what 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 purpose of controlling speed limits using law enforcement is not to burden motorists with unreasonable laws, but to give motorists a clear indication of the maximum driving speed that is reasonable and prudent under typical driving conditions, and reflects surrounding roadway and roadside conditions which may not be apparent to drivers. Speed limits established on the basis of an E&TS provide law enforcement officers with a means to regulate the top fringe of drivers who are disposed to reckless and unreliable driving behaviors, have faulty judgment, or will otherwise not conform to the Basic Speed Law and to what the majority of drivers find to be reasonable and prudent.



3 CURRENT REGULATIONS

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits, which “at first sight”, are safe and prudent under normal conditions. Specific prima facie limits established by California law include the following:

- 70 mph May be posted by the governing authority on the basis of an engineering and traffic study and consultation with the California Highway Patrol (CHP).
- 65 mph On all streets and highways, unless otherwise posted or if prevailing conditions meet the criteria for a lower prima facie speed limit, as described below.
- 55 mph On two-lane undivided highways (i.e., highways not physically divided and have no more than one lane per each direction, excluding passing lanes).
- 25 mph When approaching or passing a posted “SCHOOL” zone, when children are going to and from school; in a “business district” or “residence district,” as defined by the CVC; or when passing a “senior center” facility.
- 15 mph In any alley; or when approaching a “blind” highway intersection or rail-highway grade crossing uncontrolled by traffic control devices (i.e., limited sight distance in advance of the uncontrolled intersection or crossing, as defined by the CVC).

In addition to the above prima facie speed limits, a local authority may declare and establish intermediate prima facie speed limits upon the basis of an Engineering and Traffic (E&TS) Survey in increments of 5 miles per hour up to 60 mph, or a maximum speed limit of 65 mph, whichever is found to be most appropriate in facilitating the orderly movement of traffic and is also reasonable and safe. Engineering and Traffic Surveys provide an analysis of roadway conditions, accident records, and the prevailing speed of drivers representatively traveling the highway under study. Since unjustified speed limits can be difficult to enforce the E&TS is essential in preventing the establishment of speed limits which are below or above what is safe, and/or what the majority of drivers consider to be reasonable for the prevailing roadway, roadside and traffic conditions.

The California Vehicle Code (CVC) states that the use of radar or other speed measuring device to enforce speed limits which have not been justified based on an E&TS within the preceding five (5) years constitutes a “speed trap,” notwithstanding certain qualifying conditions. An engineering and traffic survey is valid for up to seven (7) years if the speed measuring devices used for speed enforcement are certified and properly calibrated, and the enforcing officer has completed the required operating courses for the speed-measuring device used, per CVC 40802(c)(2)(B)(i)(I). An E&TS can be further be validated for a total maximum period of ten (10) years, if both the above 7-year requirements are met, and a registered engineer evaluates the



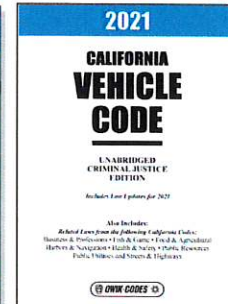


highway section(s) and certifies that no changes in roadway or traffic conditions have occurred [CVC 40802(c)(2)(B)(i)(II)].

Given the above requirements, the California Vehicle Code prohibits authorities from securing evidence as to the speed of any vehicle based on a speed trap. Conversely, drivers who do not comply with speed limits which have been lawfully justified and posted are subject to enforcement action. See Section 7 for CVC divisions and articles pertaining to this E&TS.

4 SPEED ZONING PRINCIPLES

Driver behavioral research has been conducted over a span of several decades in many parts of the country, and shows that the average driver chooses his or her driving speed based on the appearance of the highway itself and the prevailing traffic conditions. Recognizing this, the CVC and CAMUTCD require that speed limits be established in accordance with appropriate engineering practice and methods. The CAMUTCD provides standards, guidance and support for the preparation of engineering and traffic surveys. The CAMUTCD requires, at a minimum, that all three of the following factors be considered in determining appropriate speed limits that facilitate the safe, sensible and orderly flow of traffic:



- Prevailing speeds
- Collision records
- Highway, traffic, and roadside conditions not readily apparent to the driver

Prevailing Speeds

Measuring the typical speed, or *prevailing speed*, of existing traffic flow allows for the selection of an effective speed limit based on the presumption that the majority of motorists drive at speeds that are generally safe and reasonable. Prevailing speeds, the principal factor in setting an appropriate posted speed limit, are determined by conducting a radar-based spot speed survey along a particular segment and direction along a roadway to measure a sample number of vehicle speeds during generally free-flow traffic conditions. Radar Speed Survey was conducted to collect a minimum of 100 speed samples which were collected during morning and afternoon time periods (9:00 AM – 2:30 PM).

The resulting measured speed data is organized and analyzed to extract various speed characteristics and driver trends, such as the ten-mile pace range, average speed traveled, and the 85th percentile speed. The most significant speed attribute obtained from the survey is the 85th percentile speed, or *critical speed*, and is defined as one (1) standard deviation above 50th percentile (average speed), or simply the free-flow speed at or below which 85% of the





motorists were surveyed to be traveling. Since only 15% of the motorists exceed this value, the 85th percentile speed is normally used as an initial (presumptive) value for the updated posted speed limit, and adjusted downward or upward as other conditions necessitate. Based upon current CAMUTCD guidelines and California state law, when a speed limit is to be posted, it shall be established at the nearest 5-MPH increment to the surveyed 85th percentile speed, except under the following optional conditions in which it may otherwise establish:

- The posted speed may be reduced by 5 MPH from the nearest 5-MPH increment to the 85th percentile speed upon due consideration for additional factors not readily apparent to the typical driver which have been appropriately justified and documented in the E&TS, and approved by a registered Civil or Traffic Engineer (see CVC §627 and 22358.5).
- For cases which require rounding up the field-surveyed 85th percentile speed to the nearest 5-MPH increment to the 85th percentile speed (e.g., 38 MPH rounded up to 40 MPH), the selected speed limit may instead be rounded down to the nearest 5-MPH increment below the surveyed 85th percentile speed, if no further reduction is used (see CVC §21400(b)).

In accordance with CVC §40802 a “speed trap” does not apply to active and posted school zones or “local streets” as defined in the current California Road System (CRS). A local authority may therefore post an appropriately established prima facie speed limit on such roadways without requiring a recent engineering and traffic survey or determination based on the procedures set forth in §22352, §22354, §22357 or 22358.3 of the code.

Collision Records

The most recent collision data must also be considered in setting appropriate speed limits. Drivers may underestimate the effects of higher speeds on crash probability and severity. An above-average collision rate, particularly due to unsafe speeding related incidents, might suggest conditions which are not readily apparent to motorists and should be considered when reevaluating the appropriate speed limit for the roadway segment.

Conditions Not Readily Apparent To Motorists

Each street segment was additionally evaluated to identify, verify and document any roadway, roadside, traffic and other significant features which may not be readily apparent to motorists, which may justify selecting a posted speed limit based on a five mile-per-hour reduction from the nearest 5-MPH increment to the 85th percentile speed. Such conditions would exist where the combined influence of one or more of these factors could result in uncharacteristic or unexpected driving conditions, and in turn affect the ability of drivers to properly judge the safest and most appropriate travel speed for a particular situation or location.

Examples of such factors include: shoulder conditions (e.g., on-street parking, closely-spaced and/or blind driveway traffic); sight distance and/or geometric constraints (e.g., narrow streets,





horizontal roadway curvature, hilly grades, skewed or offset intersections); pedestrian and bicyclist safety (e.g., mid-block crosswalks, pedestrians in the roadway without sidewalks, bike lanes and routes); uniformity and consistency between contiguous speed zones (e.g., length of the speed zone, spacing and frequency of traffic-controlled intersections, speed zone transitions on “boundary line” streets); and land use conditions adjacent to the roadway (e.g., residential and business districts, commercial driveways, unexpected truck traffic, senior centers, etc.).

The CVC stipulates that, in the absence of other factors, physical conditions such as roadway width, curvature, grade and surface pavement conditions are considered to be readily apparent and are the responsibility of the driver to perceive and react to without requiring a special downwardly zoned posted speed limit, per CVC Section 22358.5. Valid consideration of one or more of the above conditions determined as not readily apparent to motorists, however, provides the required justification to allow for a 5-mile per hour (MPH) reduction from the nearest 5-MPH increment to the 85th percentile where engineering judgment presents evidence and documentation that an adjustment for these factors is needed to match the existing conditions with the traffic safety needs of the community and road users.

5 METHODOLOGY

Data Collection

In accordance with discussions with city staff, the scope of the study consisted of 15 roadway segments on 8 citywide streets within the City of South Gate. Study segments were determined by city staff, generally on the basis of previous zone designations established by earlier speed surveys.

Procedure

The primary goal of this E&TS is to determine the suitability of currently-posted speed limits in the City of South Gate, and resolve to either change or maintain as-is the designated speed limits along each of the surveyed speed zones. In order to make these determinations, the study compiled information both in the field and from City records on prevailing motorist speeds, recent collision history, comparative collision rates for similar roadway types, and any significant roadside conditions not evident to motorists. References under which this study was conducted include sections of the California Vehicle Code (CVC) provided in Section 7 of this report and the California Manual on Uniform Traffic Control Devices (CAMUTCD) developed by Caltrans in cooperation with the USDOT/Federal Highway Administration (FHWA).

Speed Zoning

The principal method utilized in this E&TS was *speed zoning*, a process which uses prevailing speeds of drivers as a guide to establish reasonable speed limits for highway sections where original statutory speed limits set by State ordinance may be considered less suitable for the local conditions. Establishment of posted speed limits by speed zoning methods allows





motorists to be informed of the safe speed limit under which to drive on a particular roadway under normal conditions, and also protects the general public from unreasonable and reckless drivers. Spot radar speed surveys were conducted to determine the prevailing speeds of drivers on each of the 15 segments.

The surveys were performed during normal, non-holiday weekdays in December of 2021 during typical daytime periods. The unimpeded free-flow speeds of individual vehicles were measured during the off-peak time periods (9:00 AM – 2:30 PM) with a minimum survey count of either one hundred (100) or two hundred (200) radar samples (i.e., approximately 50 and 100 per direction for street segments without or with raised medians respectively, or for 2 hours of survey). Detailed radar speed zoning sheets are included in **Appendix C**.

Following the collection of spot speed survey data, all radar measurements were organized, computed, analyzed and summarized on standard Traffic Survey Forms. Various speed-related characteristics were then determined, including the following:

85th Percentile Speed: The speed at which 85% of surveyed motorists did not exceed (i.e., no more than 15% of traffic exceeded) during the radar survey. Also called *critical speed*, equals one standard deviation from the average speed.

50th Percentile Speed: The speed at which half of surveyed motorists did not exceed during the radar survey. Also called the *median speed*, by definition 50% of the observed speeds are below the median, and the other half are above the median.

10-MPH Pace: The 10-mile per hour range containing the largest percentage of speed observations; provides an alternative and more readily identifiable measure to the standard deviation to describe the dispersion of speeds within the survey sample. Consistency in travel speeds is evidenced by a pace that usually includes between 70% and 80% of the free-flowing vehicles. Similar reported statistical data includes the percentage of surveyed vehicles over and under the 10-MPH Pace range.

Average Speed: Equals the calculated average speed of all surveyed vehicles. Also called the *mean speed*.

The above statistical attributes were obtained for each segment from the speed survey data collected in the field, and then applied using the CAMUTCD guidelines. The recommended speed limit was presumptively determined as the nearest 5-MPH increment to the 85th percentile speed of free-flowing traffic, with a downward 5-MPH adjustment applied if necessary to reflect the presence of conditions not readily apparent to drivers or to match the existing traffic needs of the community.



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It is significant to note that former versions of the California MUTCD required that posted speed limits be presumptively set at the nearest 5-MPH increment to the surveyed the 85th percentile speed, and then adjusted by 5 MPH if justifiable and documented in the study. The most current release of the CAMUTCD (2014, Revision 6 on March 30, 2021), however, presently allows for speed limits to be set at the lower 5-MPH increment to the surveyed 85th percentile speed in those cases where the nearest 5-MPH increment would normally require rounding up, if no further reduction is used. In order to satisfy local traffic and roadway conditions, local agencies may apply this judgment at its own discretion without any required supporting documentation or reasons in the Engineering and Traffic Survey. The results of the speed zoning analysis are summarized in **Table 1**.

Collisions Analysis

The collisions analysis compared recent collision history data with expected collision rates for similar roadway types. The analysis was based on a review of reported traffic accidents obtained from the City of South Gate, queried for the latest available traffic collision information from the Police Department’s traffic collisions record database for a period of 4 years and 2.5 months (50.5 months) between January, 2016 and March, 2020 (beginning of COVID-19). The raw collision data was then screened to consider only speeding-related accidents as the primary collision factor, based on the recommended practice provided in the CAMUTCD and Caltrans’ Traffic Manual. Non-speeding related accident reports were omitted from the analysis since this data does not directly correlate to vehicle speeding and can tend to overstate collision rates, particularly for shorter segments.

Prevailing collision rates for each segment were calculated by first determining the total number of speed-related collisions which have occurred during the selected 50.5-month period. This, along with the measured 24-hour average daily traffic volume of the segment from machine traffic counts collected in the field (see **Appendix D** for traffic tube machine counts) and the known segment length, was used in the standard formula below to determine the calculated collision rate for each segment, expressed in terms of *collisions per million vehicle miles traveled*:

$$\text{Collision Rate (Collisions/MVM)} = \frac{\text{No. of Collisions} \times 1,000,000}{\text{ADT} \times \text{Distance} \times \text{No. of Days}},$$

where:

- No. of Collisions* Number of speed-related collisions on the segment during the selected analysis period (50.5 months), both directions
- 1,000,000* Conversion factor for Million-Vehicle-Miles (MVM)
- ADT* Average Daily Traffic (vehicles per day), both directions
- Distance* Roadway segment distance traveled by each vehicle (miles)
- No. of Days* Number of days during the selected analysis period
(i.e., 1.00 year = 365 days)



Table 1. Speed Zoning Analysis Summary

Street	No.	ROADWAY INFORMATION					SPEED ZONING ANALYSIS								Change	Analysis/ Justification(s)
		Segment		Description			10-mi Pace (mph)	% in 10-mi Pace	50th %-ile (mph)	85th %-ile (mph)	Speed Limit					
		From	To	Dist. (mi.)	Type	LU					Posted (mph)	PPSL (mph)	Rec (mph)			
Atlantic Avenue	5	North City Limit	Firestone Boulevard	0.23	ART	I	32-41	84%	36	40	35	40	35	CA MUTCD option 1 - Industrial, Truck Route		
Atlantic Avenue	6	Firestone Boulevard	Tweedy Boulevard	0.71	ART	I/R/C	32-41	88%	36	40	35	40	35	CA MUTCD option 1 - Slight curve at Southern Ave / Industrial / Residential / Commercial, Truck Route		
Firestone Boulevard	11	West City Limit	Long Beach Boulevard	0.60	ART	R/C	31-40	85%	36	40	35	40	35	CA MUTCD option 1 - Residential / Commercial, Truck Route		
Firestone Boulevard	12	Long Beach Boulevard	California Avenue	0.80	ART	R/C	31-40	86%	36	39	35	40	35	Lower 5-mph increment to the V85 selected (CVC §21400b) - Residential / Commercial, Truck Route		
Firestone Boulevard	13	California Avenue	Atlantic Avenue	1.30	ART	I/R/C	30-39	83%	35	39	35	40	35	Lower 5-mph increment to the V85 selected (CVC §21400b) - Residential / Commercial / Industrial, Truck Route		
Firestone Boulevard	14	Atlantic Avenue	I-710 Freeway	0.76	ART	I/C	34-43	91%	38	42	35	40	35	Lower 5-mph increment to the V85 selected (CVC §21400b) - Residential / Commercial, Truck Route		
Firestone Boulevard	15	I-710 Freeway	East City Limit	0.71	ART	I/C	37-46	81%	42	46	35	45	40	CA MUTCD option 1 - Commercial / Industrial, Truck Route		
Garfield Avenue	19	Imperial Highway	Roosevelt Avenue	0.82	ART	I/R/C	34-43	73%	38	45	35	45	35	Segment is part of Complete Streets project		
Garfield Avenue	20	Roosevelt Avenue	South City Limit	0.37	ART	R/C	28-37	71%	34	40	35	40	35	CA MUTCD option 1 - Residential / Commercial, Truck Route		
Imperial Highway	21	West City Limit	East City Limit	1.23	ART	I/R/C/W	41-50	65%	45	51	40	50	45	CA MUTCD option 1 - Residential / Commercial / Industrial / Truck Route		
Otis Street	29	North City Limit	Firestone Boulevard	0.58	ART	I/C/R	27-36	68%	32	35	30	35	30	CA MUTCD option 1 - Residential / Commercial / Industrial		
Otis Street	30	Firestone Boulevard	Tweedy Boulevard	0.67	ART	R/C/S	30-39	82%	34	38	30	40	30	CA MUTCD option 1 - Residential / Commercial / Schools		
Paramount Boulevard	32	North City Limit	South City Limit	0.50	ART	IC/C&I	35-45	75%	40	45	35	45	40	CA MUTCD option 1 - Slight curve at Main St - Residential / Commercial / Industrial		
Rayo Avenue	33	Firestone Boulevard	Southern Avenue	0.37	ART	I/W/S/P	31-40	86%	35	39	35	40	35	Lower 5-mph increment to the V85 selected (CVC §21400b) - Residential / Commercial / Industrial		
Wright Road	49	Atlantic Avenue	South City Limit	0.63	LOC	R/C	32-41	77%	37	42	35	40	35	CA MUTCD option 1 - Slight curve at Abbott Rd - Residential / Commercial		

KEY:	
Dist.	= Distance of segment
ART	= Arterial (CRS)
COL	= Collector (CRS)
LOC	= Local Street (CRS)
C	= Commercial
I	= Industrial
R	= Residential
W	= Water Bodies, Easements and Public Works
S	= School
C&I	= Civic and Institutional
P	= Parks & Recreation
LU	= Land Use
Posted	= Existing Posted Speed Limit
PPSL	= Presumptive Posted Speed Limit
Rec.	= Recommended Posted Speed Limit
(n/req)	= Based on v85. No further justification is required.
▲	= Speed Increase
▼	= Speed Decrease

DEFINITIONS:	
10-mi. Pace	Equals the 10-mile per hour range in which the largest number of vehicles were observed to be traveling
% in 10-mi. Pace	The percentage of the total vehicles observed traveling in the 10 Mile Per Hour Pace
50th %-ile	The speed at which half of the observed speeds were observed below and half were observed above
85th %-ile	The speed at or below which 85% of the observed vehicles were surveyed to be traveling at



In order to evaluate the collision behavior of each street segment, the calculated collision rate for each segment was compared to the average statewide collision rates for streets with comparable characteristics.

Table 2 shows the average statewide collision rates obtained from *Caltrans' Collision Data on California State Highways*, adjusted to represent proportional rates for speeding-related collisions. These expected rates were used to identify survey segments which exhibit a higher-than-expected collision rate.

The results of the accident analysis for the 15 roadway segments are summarized in **Table 3**.

Survey of Street Segments

Minagar & Associates, Inc. staff evaluated each of the 15 roadway segments to observe the following existing roadway, roadside and traffic conditions, and identify individual or combined factors which may not be readily apparent to drivers.

- Segment length
- Roadway pavement width
- Number of travel lanes
- Center median division
- Type and frequency of traffic controls on the primary road
- Sight distance and visibility of driveways and side street traffic due to:
 - Horizontal curvature
 - Vertical alignment and grade shifts
 - On-street parking
 - Large street trees planted in the median and/or adjacent parkway(s)
 - Two-way left turn traffic in the center lane
 - Offset or skewed intersection approaches
- Roadway lighting
- Abutting land use density and property access along the roadway
- Commercial and residential driveway spacing
- Bicyclists and bike lanes/routes
- Heavy vehicle, golf cart, and NEV/LSV traffic
- Pedestrians, crosswalks, sidewalks, school children walking along roadway due to the absence or discontinuity of sidewalks



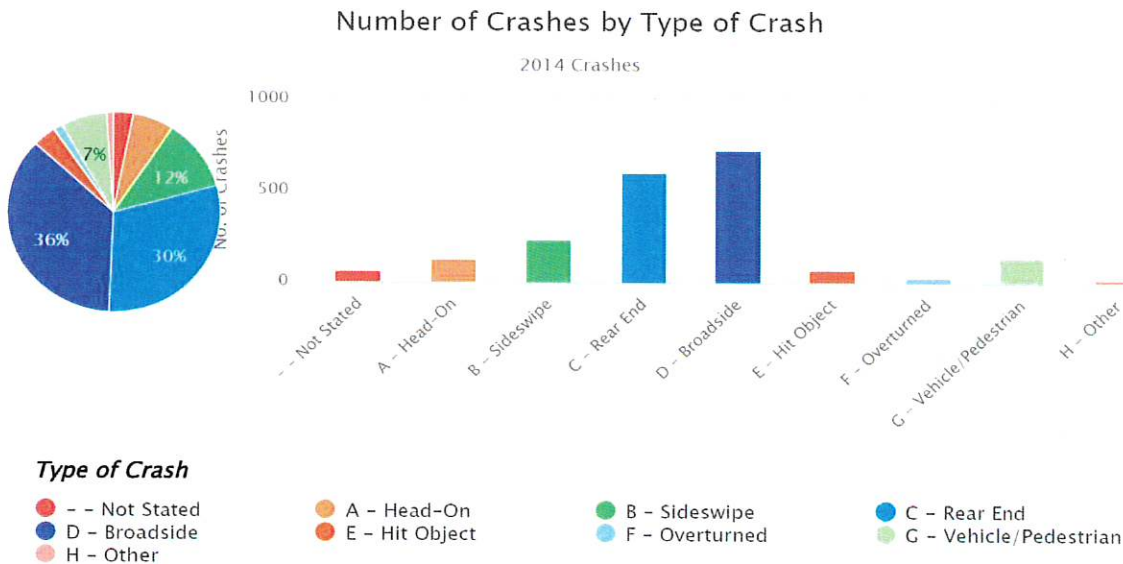


Table 2
Expected Statewide Speed-Related Traffic Collision Rates

ROADWAY TYPE* (URBAN)	EXPECTED ACCIDENT RATE**
2 - 3 Lanes	0.96 collisions per million vehicle miles
4+ Undivided Lanes	1.13 collisions per million vehicle miles
4+ Divided Lanes	1.19 collisions per million vehicle miles

Source: 2018 Caltrans Annual Collision Data on California State Highways - Crash Summary for District 7
Agency, Department of Transportation, Division of Research, Innovation, and System Information . Sacramento, California.
* Based on FHWA approved 2010 adjusted urban area boundaries which are derived from the 2010 Census urban area boundaries
** Basic Average Accident Rates tabulation data. Number of lanes are for both directions of travel and are applicable for both uni- and bi-directional surveyed roadway segments.

Overall, from January 1, 2016 to March 15, 2020, there has been a total of 2,014 collisions reported on the Transportation Injury Mapping System (TIMS), based on Statewide Integrated Traffic Records System (SWITRS) which included 19 fatalities and 2,937 injured victims. The following figure shows the Number of Crashes by Type of Crash for all collisions that have occurred in the City of South Gate during the subject period.



The most common types of collision were broadside, rear end, and sideswipe. Primary Collision Factor (PCF) violations that caused most of the collisions were Unsafe Speed, Automobile Right of Way, and Improper Turning. There was a high number of 171 collisions involved with pedestrians. The highest number of victims happened to be in the age range of 20 to 24 years old.



Table 3. Collision Data Analysis
1/1/16 - 3/15/2020

Street	ROADWAY INFORMATION								COLLISION ANALYSIS		
	No.	Segment Limits		Roadway Type		Direction of Travel	Length (mi.)	ADT (vpd)	Number of Collisions ^{2,3}	Collision Rate	
		From	To	No. of Lanes ¹	Division					Expected ⁴ (A/MVM)	Calculated ⁵ (A/MVM)
Atlantic Avenue	5	North City Limit	Firestone Boulevard	4	D	N/S	0.23	48,175	6	1.19	0.37
Atlantic Avenue	6	Firestone Boulevard	Tweedy Boulevard	4	D	N/S	0.71	19,841	11	1.19	0.53
Firestone Boulevard	11	West City Limit	Long Beach Boulevard	6	D	E/W	0.60	29,928	15	1.19	0.57
Firestone Boulevard	12	Long Beach Boulevard	California Avenue	6	D	E/W	0.80	31,091	10	1.19	0.28
Firestone Boulevard	13	California Avenue	Atlantic Avenue	6	D	E/W	1.30	36,395	39	1.19	0.56
Firestone Boulevard	14	Atlantic Avenue	I-710 Freeway	6	D/U	E/W	0.76	59,174	22	1.13	0.33
Firestone Boulevard	15	I-710 Freeway	East City Limit	6	D	E/W	0.71	76,802	16	1.19	0.20
Garfield Avenue	19	Imperial Highway	Roosevelt Avenue	4	U	N/S	0.82	15,105	5	1.13	0.28
Garfield Avenue	20	Roosevelt Avenue	South City Limit	4	D	N/S	0.37	16,939	1	1.19	0.11
Imperial Highway	21	West City Limit	East City Limit	6	D	E/W	1.23	49,709	20	1.19	0.22
Otis Street	29	North City Limit	Firestone Boulevard	4	U	N/S	0.58	10,653	7	1.13	0.78
Otis Street	30	Firestone Boulevard	Tweedy Boulevard	4	U	N/S	0.67	12,987	4	1.13	0.31
Paramount Boulevard	32	North City Limit	South City Limit	4	U	N/S	0.50	28,872	3	1.13	0.14
Rayo Avenue	33	Firestone Boulevard	Southern Avenue	2	U	N/S	0.37	14,611	0	0.96	0.00
Wright Road	49	Atlantic Avenue	South City Limit	2	U	N/S	0.63	15,213	1	0.96	0.07

Notes:
 [1] Includes both directions of traffic on the selected roadway segment
 [2] Over a 4-year and 2.5 months period from 1/1/16 to 3/15/20. Data compiled from the City of South Gate Police Department's Traffic Collision Records.
 [3] Collisions pertaining to unsafe speed as the primary collision factor.
 [4] Per Million Vehicle Miles (MVM)
 [5] Collisions per Million Vehicle-Miles of Travel = $\frac{\text{No. of Collisions} \times 1,000,000}{\text{ADT} \times \text{Distance} \times \text{No. of Days}}$
 where:
 No. of Collisions = Total number of speed-related collisions recorded on the segment for a period of 1.00 year
 ADT = Average Daily Traffic (vehicles per day, both directions of traffic except for one-sided segments as indicated)
 Distance = Total length of segment (miles)
 No. of Days = 365 days for a duration period of 1.00 years of collision data
Bold/Underline = Calculated collision rate is higher than the expected rate for a similar roadway type

LEGEND
 ADT: Average Daily Traffic (in vehicles per day, both directions of traffic)
 A/MVM: Accidents Per Million Vehicle Miles
 D: Divided



6 ENGINEERING & TRAFFIC SURVEY RESULTS AND RECOMMENDATIONS

This Engineering & Traffic Survey is intended to establish prima facie speed limits for 15 surveyed roadway segments in the City of South Gate, based on a thorough evaluation of the collected data and standard speed zoning practice. Prima Facie speed limits serve to advise drivers and law enforcement of what is the reasonable and prudent speed under normal conditions.

The field radar-measured 85th percentile speed was rounded to the nearest upper or lower 5-MPH increment, as appropriate, and used as the recommended posted speed limit. Where other significant factors were demonstrated, such as an above-average collision rate; traffic, roadway and roadside conditions not readily apparent to the driver; and/or the need to consider legal prima facie speed limits, the presumptive speed limit was adjusted upward or downward by a 5 mile per hour increment to the final recommended posted speed. In some cases where the roadway segment is located along a "local street" as designated by the California Road System (CRS), several of the existing posted speed limits are proposed to maintain as-is, notwithstanding presumptive posted speed limit, in order to meet the needs of the local community and prevailing road users in accordance with applicable provisions of the CVC (§40802, §22358, §22352, §22354, §22357, and 22358.3) allowing the local authority to do so.

The findings of this E&TS indicate that currently posted speed limits on 12 of the 15 surveyed segments will not change, and will remain as documented and posted to allow for continued radar enforcement until the next renewal of posted speeds is required during the next validation of this E&TS and 3 segments are recommended for an increase from their existing posted speed limits.

See **Table 1** for a summary of the above findings.





7 APPLICABLE VEHICLE CODES

The following codes were considered relevant in preparing the E&T Survey Report as provided in the 2021 California Vehicle Code¹ (CVC):

- **235** **Business District**
 A "business district" is that portion of a highway and the property contiguous thereto:

 - (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or
 - (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

- **240** **Business and Residence Districts: Determination**
 In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515:

 - (a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
 - (b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.
 - (c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.
 - (d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

- **515** **Residence District**
 A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district,



- (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or
- (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists

■ **627** **Engineering and Traffic Survey**

- (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 or 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) Pedestrian and bicyclist safety.

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Amended Ch. 466, Stats. 1982. Effective January 1, 1983.

Amended Sec. 1, Ch. 45, Stats. 2000. Effective January 1, 2001

■ **21400 Uniform Standards**

(a)

(1) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(2) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(3) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(4) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

(b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Amended Sec. 2, Ch. 528, Stats. 2011. Effective January 1, 2012.

■ **22349 Maximum Speed Limit**

(a) Except as provided in Section 22356, no person may drive a vehicle upon a highway at a speed greater than 65 miles per hour.

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than





55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

- (1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.
- (2) Passing lanes may not be considered when determining the number of through lanes.
- (c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

Amended and Repealed Sec. 22, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.

Added Sec. 23, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Amended Sec. 1, Ch. 20, Stats. 1996. Effective March 29, 1996.

Amended Sec. 41, Ch. 724, Stats. 1999. Effective January 1, 2000

■ **22350 Basic Speed Law**

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.

“No Person Shall Drive a Vehicle Upon a Highway at a Speed Greater Than is Reasonable or Prudent...”

Basic Speed Law
California Vehicle Code (CVC)
D11 / Ch7 / Art1 / §22350

Amended Ch. 252, Stats. 1963. Effective September 20, 1963

■ **22351 Speed Law Violations**

- (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.

Enacted by Stats. 1959, Ch. 3.



■ **22352 Prima Facie Speed Limits**

(a) 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:

(1) Fifteen miles per hour:

(A) 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 the 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.

(B) 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.

(C) On any alley.

(2) Twenty-five miles per hour:

(A) 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.

(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard

**25 MPH
SPEED LIMIT**

"When approaching or passing a school... posted with a standard 'SCHOOL' warning sign, while children are going to or leaving the school... during school hours."

- Prima Facie Speed Limits:
25mph, *California Vehicle Code (CVC), D11 / Ch7 / Art1 / §22352*





"SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(C) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources. Added Sec. 2, Ch. 421, Stats. 1997. Effective January 1, 1998. Amended by Stats. 2015, Ch. 12, Sec. 15. (AB 95) Effective June 24, 2015.

■ **22357 Increase of Local Speed Limits to 65 Miles Per Hour**

(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.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 28, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.

Added Sec. 29, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996. This section became operative, by its own provisions, on the date described in Section 22366.





■ **22357.1 Decrease Near Children's Playgrounds**

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 miles per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Added Ch. 508, Stats. 1989. Effective January 1, 1990

■ **22358 Decrease of Local Speed Limits**

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per 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.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 30, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.

Added Sec. 31, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

■ **22358.4 Decrease of Local Limits Near Schools or Senior Centers**

(a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.





(b)

(1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 mile-per-hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 mile-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.

“No ordinance...shall be effective...until all authorities having jurisdiction of the portions of the street concerned have approved the same.”

(Does not include boundary line streets consisting of separate roadways within different jurisdictions)

- **Boundary Line Streets**
California Vehicle Code (CVC)
D11 / Ch7 / Art1 / §22359

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.



- (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.
- (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.
- (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
- (5)
 - (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
 - (B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.
 - (C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.
 - (D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Amended Sec. 23, Ch. 279, Stats. 2005. Effective January 1, 2006.

Amended Sec. 1, Ch. 384, Stats. 2007. Effective January 1, 2008.

Amended by Stats. 2016, Ch. 208, Sec. 15. (AB 2906) Effective January 1, 2017.

■ **22358.5 Downward Speed Zoning**

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.

Added Ch. 11, Stats. 1959. Effective September 18, 1959.

■ **22359 Boundary Line Streets**





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. Amended Ch. 209, Stats. 1963. Effective April 29, 1963

■ **22361** **Multiple-Lane Highways**

On multiple-lane highways with two or more separate roadways different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive. Amended Ch. 209, Stats. 1963. Effective April 29, 1963

■ **40801** **Speed Trap Prohibition**

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.

■ **40802** **Speed Traps**

- (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 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 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 objects. 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. When a street or road does not appear on the "California Road System Maps," it may 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.

- (c)
 - (1) When all of 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



“No peace officer or other person shall use a speed trap in arresting...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...”

- Speed Trap Prohibition
California Vehicle Code (CVC)
D17 / Ch3 / Art1 / §40801

- (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 the 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, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Added Sec. 2, Ch. 315, Stats. 1995. Effective January 1, 1996. Operative January 1, 1999.

Amended Sec. 2, Ch. 104, Stats. 1996. Effective January 1, 1997.

Amended Sec. 1, Ch. 1037, Stats. 1998. Effective January 1, 1999.

Amended Sec. 18, Ch. 1008, Stats. 1999. Effective January 1, 2000.

Amended Sec. 3, Ch. 521, Stats. 2000. Effective January 1, 2001

Amended by Stats. 2017, Ch. 397, Sec. 9. (SB 810) Effective January 1, 2018.

■ **40803 Speed Trap Evidence**

(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) of subdivision (a) of Section 40802.

Amended Ch. 459, Stats. 1991. Effective January 1, 1992.

Amended Ch. 538, Stats. 1992. Effective January 1, 1993.

Amended Sec. 147, Ch. 124, Stats. 1996. Effective January 1, 1997





8 REFERENCES

1. 2021 California Vehicle Codes (CVC)

- Division 1: Words and Phrases Defined. §100-681
- Division 11: Rules of the Road. Chapter 7, Article 1: Generally (Speed Laws). §22348-22413
- Division 17: Offenses and Prosecution. Chapter 3, Article 1: Prosecutions Under Code. §40800-40808

2. 2014 California Manual on Uniform Traffic Control Devices (CAMUTCD)

- Federal Highway Administration (FHWA), as amended for use in California.
- Revision 6, effective March 30, 2021
 - Chapter 2B: Regulatory Signs, Sections 2B.13 (2B6-2B15) and 2B.18 (2B17-2B18)

2. Citywide Engineering & Traffic Survey (E&TS) Reports Conducted and Prepared by Minagar & Associates, Inc.

Minagar & Associates, Inc.'s Completed Citywide E&TS in Southern California

	Agency	Contract Year	MUTCD Version	# of Speed Zone Segments
1.	City of Santa Fe Springs	2021-2022	CAMUTCD 2014 (Rev. 6, 2021)	115
2.	City of Pomona	2020-2021	CAMUTCD 2014 (Rev. 5, 2020)	131
3.	City of Beaumont	2017-2018	CAMUTCD 2014 (Rev. 2, 2017)	48
4.	City of Bell	2017	CAMUTCD 2014 (Rev. 2, 2017)	14
5.	City of Rancho Mirage	2017	CAMUTCD 2014 (Rev. 2, 2017)	66
6.	City of Santa Fe Springs	2016-2017	CAMUTCD 2014 (Rev. 1, 2015)	115
7.	City of South Pasadena	2014-2015	CAMUTCD 2014	60
8.	City of Santa Fe Springs	2014	CAMUTCD 2012	115
9.	City of Colton	2013-2014	CAMUTCD 2012	44
10.	City of Culver City	2013	CAMUTCD 2012	70
11.	City of Lawndale	2013	CAMUTCD 2012	22
12.	City of South Pasadena	2012	CAMUTCD 2012	5
13.	City of San Marino	2011	CAMUTCD 2010	59
14.	City of South Pasadena	2010	CAMUTCD 2010	6
15.	City of Manhattan Beach	2010	CAMUTCD 2010 (2009 Rev.)	51
16.	City of Santa Fe Springs	2009	CAMUTCD 2006	115
17.	City of Baldwin Park	2009	CAMUTCD 2006	54
18.	City of Rancho Santa Margarita	2004	MUTCD 2003 (CA Supp.)	11
19.	City of Baldwin Park	2004	MUTCD (CA Supp.)	54
20.	City of Redondo Beach	2003	MUTCD	57
E&TS Projects – Total Radar Speed Zone Segments Surveyed				1,261



City of South Gate

2021 Citywide Engineering and Traffic Survey (E&TS) Report



Appendix A

Summary of Recommended Changes to Posted Speed Limits





Street	SEGMENT INFORMATION			SPEED ZONING ANALYSIS			
	No.	Limits		Speed Limit (mph)			
		From	To	Ex	85th	Rec.	Change
Atlantic Avenue	5	North City Limit	Firestone Boulevard	35	40	35	-
Atlantic Avenue	6	Firestone Boulevard	Tweedy Boulevard	35	40	35	-
Firestone Boulevard	11	West City Limit	Long Beach Boulevard	35	40	35	-
Firestone Boulevard	12	Long Beach Boulevard	California Avenue	35	39	35	-
Firestone Boulevard	13	California Avenue	Atlantic Avenue	35	39	35	-
Firestone Boulevard	14	Atlantic Avenue	I-710 Freeway	35	42	35	-
Firestone Boulevard	15	I-710 Freeway	East City Limit	35	46	40	Increase
Garfield Avenue	19	Imperial Highway	Roosevelt Avenue	35	45	35	-
Garfield Avenue	20	Roosevelt Avenue	South City Limit	35	40	35	-
Imperial Highway	21	West City Limit	East City Limit	40	51	45	Increase
Otis Street	29	North City Limit	Firestone Boulevard	30	35	30	-
Otis Street	30	Firestone Boulevard	Tweedy Boulevard	30	38	30	-
Paramount Boulevard	32	North City Limit	South City Limit	35	45	40	Increase
Rayo Avenue	33	Firestone Boulevard	Southern Avenue	35	39	35	-
Wright Road	49	Atlantic Avenue	South City Limit	35	42	35	-





City of South Gate

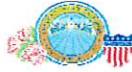
2021 Citywide Engineering and Traffic Survey (E&TS) Report



Appendix B

Roadway Segment analysis of factors not readily apparent and traffic data summary certification sheets



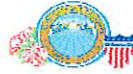


CITY OF SOUTH GATE

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT


5 Atlantic Ave		North City Limit to Firestone Blvd	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	11:30 AM - 12:20 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile	40 MPH		
10 MPH Pace	32 - 41 MPH		
Percent in Pace	84%		
Posted Speed Limit	35 MPH		
2 - ACCIDENT HISTORY			
No. of Months Observed	50.5		
Speed-Related Accidents	6		
Total Accidents	14		
Expected Collision Rate (MVM)	1.19	(Speed Related Only)	
Calculated Collision Rate (MVM)	0.37	(Speed Related Only)	
3 - TRAFFIC FACTORS			
Average Daily Traffic	48,175		
Lane Configuration	2 Lanes Per Direction		
Traffic Controls	Signal - Salt Lake - Patata / Azalea / Firestone		
Crosswalks	At Salt Lake - Patata / Firestone		
Pedestrian/Bicycles	Yes/Yes		
Truck Traffic	Yes, Truck Route		
On-Street Parking	Yes (northbound only)		
Other			
4 - ROADWAY FACTORS			
Length of Segment (Miles)	0.23		
Vertical Curve	Up-Down Over RxR		
Horizontal Curve	None		
Lateral Visibility	Good		
Road Conditions	Good		
Sidewalk/Driveways	Yes/Yes		
Street Lighting	Yes		
Other	Divided		
Adjacent Land Use	Industrial		
Recommended Speed Limit	35 MPH		
Speed Limit Change	No Change		
Justification	Industrial, Truck Route. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).		
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of			
		RCE #53466	12/31/2021
Fred Minagar		State Registration No.	Date



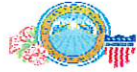


CITY OF SOUTH GATE

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

6 Atlantic Ave		Firestone Blvd. to Tweedy Blvd	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	11:00 AM - 11:30 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile	40 MPH		
10 MPH Pace	32 - 41 MPH		
Percent in Pace	88%		
Posted Speed Limit	35 MPH		
2 - ACCIDENT HISTORY			
No. of Months Observed	50.5		
Speed-Related Accidents	11		
Total Accidents	26		
Expected Collision Rate (MVM)	1.19	(Speed Related Only)	
Calculated Collision Rate (MVM)	0.53	(Speed Related Only)	
3 - TRAFFIC FACTORS			
Average Daily Traffic	19,841		
Lane Configuration	2 Lanes Per Direction		
Traffic Controls	Signal - Firestone / Southern / Tweedy		
Crosswalks	At Firestone / Southern / Tweedy		
Pedestrian/Bicycles	Yes, Yes		
Truck Traffic	Yes, Truck Route		
On-Street Parking	Yes		
Other			
4 - ROADWAY FACTORS			
Length of Segment (Miles)	0.71		
Vertical Curve	None		
Horizontal Curve	Slight Curve at Southern Ave		
Lateral Visibility	Good		
Road Conditions	Good		
Sidewalk/Driveways	Yes/Yes		
Street Lighting	Yes		
Other	Divided		
Adjacent Land Use	Industrial / Residential / Commercial		
Recommended Speed Limit	35 MPH		
Speed Limit Change	No Change		
Justification	Slight curve at Southern Ave - Industrial / Residential / Commercial, Truck Route. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).		
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date

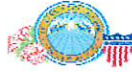





CITY OF SOUTH GATE

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

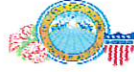
11 Firestone Blvd		West City Limit to Long Beach Blvd	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	1:55 - 2:55 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		40 MPH	
10 MPH Pace		31 - 40 MPH	
Percent in Pace		85%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		15	
Total Accidents		31	
Expected Collision Rate (MVM)	1.19		(Speed Related Only)
Calculated Collision Rate (MVM)	0.57		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		29,928	
Lane Configuration		3 Lanes / Per Direction	
Traffic Controls		Signal - Alameda / Calden / Santa Fe / Long Beach	
Crosswalks		At Alameda / Calden / Santa Fe / Long Beach	
Pedestrian/Bicycles		Yes / No	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.6	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Divided	
Adjacent Land Use		Residential / Commercial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Residential / Commercial, Truck Route. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).	
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of			
		RCE #53466	12/31/2021
Fred Minagar		State Registration No.	Date




CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

12 Firestone Blvd		Long Beach Blvd to California Ave	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	1:30 - 2:00 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		39 MPH	
10 MPH Pace		31 - 40 MPH	
Percent in Pace		86%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		10	
Total Accidents		25	
Expected Collision Rate (MVM)	1.19		(Speed Related Only)
Calculated Collision Rate (MVM)	0.28		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		31,091	
Lane Configuration		3 Lanes Per Direction	
Traffic Controls		Signal - Long Beach / Garden VW / Madison / State / Elizabeth / Calif	
Crosswalks		At Long Beach / Garden VW / Madison / State / Elizabeth / Calif	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.8	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes/Yes	
Street Lighting		Yes	
Other		Divided	
Adjacent Land Use		Residential / Commercial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Residential / Commercial, Truck Route. Lower 5-mph increment to the V85 selected (CVC §21400b).	
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date

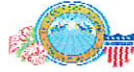




CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

13 Firestone Blvd		California Ave to Atlantic Ave	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	1:05 - 1:35 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		39 MPH	
10 MPH Pace		30 - 39 MPH	
Percent in Pace		83%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		39	
Total Accidents		66	
Expected Collision Rate (MVM)	1.19		(Speed Related Only)
Calculated Collision Rate (MVM)	0.56		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		36,395	
Lane Configuration		3 Lanes Per Direction	
Traffic Controls		Signal - Calif / San Juan / San Miguel / Otis / Alexander-Rheem / Hildreth / Atlantic	
Crosswalks		At Calif / San Juan / San Miguel / Otis / Alexander-Rheem / Hildreth / Atlantic	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		1.3	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes/Yes	
Street Lighting		Yes	
Other		Divided	
Adjacent Land Use		Residential / Commercial / Industrial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Residential / Commercial / Industrial, Truck Route. Lower 5-mph increment to the V85 selected (CVC §21400b).	
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic</p>			
 Fred Minagar	RCE #53466	12/31/2021	
	State Registration No.	Date	

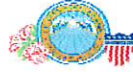




CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT


14 Firestone Blvd		Atlantic Ave to I-710 Freeway	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	10:00 - 10:30 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		42 MPH	
10 MPH Pace		34 - 43 MPH	
Percent in Pace		91%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		22	
Total Accidents		51	
Expected Collision Rate (MVM)	1.13		(Speed Related Only)
Calculated Collision Rate (MVM)	0.33		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		59,174	
Lane Configuration		3 Lanes Per Direction	
Traffic Controls		Signal - Atlantic / Mason / Firestone PI / Rayo / I-710 on/off ramp	
Crosswalks		At Atlantic / Mason / Rayo	
Pedestrian/Bicycles		Yes /Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.76	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Divided / Undivided	
Adjacent Land Use		Commercial / Industrial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Commercial / Industrial, Truck Route. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).	
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic			
	RCE #53466	12/31/2021	
Fred Minagar	State Registration No.	Date	





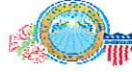
CITY OF SOUTH GATE

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT


15 Firestone Blvd		I-710 Freeway to East City Limit	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	9:30 - 10:00 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile	46 MPH		
10 MPH Pace	37 - 46 MPH		
Percent in Pace	81%		
Posted Speed Limit	35 MPH		
2 - ACCIDENT HISTORY			
No. of Months Observed	50.5		
Speed-Related Accidents	16		
Total Accidents	28		
Expected Collision Rate (MVM)	1.19	(Speed Related Only)	
Calculated Collision Rate (MVM)	0.20	(Speed Related Only)	
3 - TRAFFIC FACTORS			
Average Daily Traffic	76,802		
Lane Configuration	3 Lanes Per Direction		
Traffic Controls	Signal I-710 Fwy / Garfield / El Paseo		
Crosswalks	At Garfield / El Paseo		
Pedestrian/Bicycles	Yes / Yes		
Truck Traffic	Yes, Truck Route		
On-Street Parking	Yes		
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)	0.71		
Vertical Curve	Up-Down Grades Over I-710 Fwy & River Bed		
Horizontal Curve	None		
Lateral Visibility	Good		
Road Conditions	Good		
Sidewalk/Driveways	Yes / Yes		
Street Lighting	Yes		
Other	Divided		
Adjacent Land Use	Commercial / Industrial		
Recommended Speed Limit	40 MPH		
Speed Limit Change	Increase		
Justification	Commercial / Industrial, Truck Route. It is recommended the PPSL be reduced by 5 MPH (CA MUTCD option 1) and the existing 35 MPH be increased to 40 MPH.		
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date



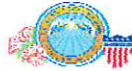
MINAGAR & ASSOCIATES, INC



CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

19 Garfield Ave		Imperial Hwy to Roosevelt Ave	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	10:20 - 10:50 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		45 MPH	
10 MPH Pace		34 - 43 MPH	
Percent in Pace		73%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		5	
Total Accidents		12	
Expected Collision Rate (MVM)	1.13		(Speed Related Only)
Calculated Collision Rate (MVM)	0.28		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		15,105	
Lane Configuration		2 Lanes Per Direction	
Traffic Controls		Signal - Gardendale / Garfield PI / Imperial	
Crosswalks		At Gardendale / Garfield PI / Imperial	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.82	
Vertical Curve		None	
Horizontal Curve		Slight Curve at Garfield PI	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Undivided	
Adjacent Land Use		Residential / Commercial / Industrial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Segment is part of Complete Streets project; it is recommended to maintain the existing posted speed limit.	
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of</p>			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date



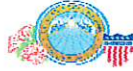


CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT


20 Garfield Ave		Roosevelt Ave to South City Limit	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	10:20 - 10:50 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		40 MPH	
10 MPH Pace		28 - 37 MPH	
Percent in Pace		71%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		1	
Total Accidents		3	
Expected Collision Rate (MVM)	1.19		(Speed Related Only)
Calculated Collision Rate (MVM)	0.11		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		16,939	
Lane Configuration		2 Lanes Per Direction	
Traffic Controls		Signal - Main / Century / Howery	
Crosswalks		At Roosevelt / Main / Harding / Lincoln / Century	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.37	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Divided	
Adjacent Land Use		Residential / Commercial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification		Residential / Commercial, Truck Route. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).	
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of			
		RCE #53466	12/31/2021
Fred Minagar		State Registration No.	Date



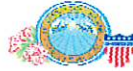
MINAGAR & ASSOCIATES, INC




CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

21 Imperial Hwy		West City Limit to East City Limit	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	9:50 - 10:20 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		51 MPH	
10 MPH Pace		41 - 50 MPH	
Percent in Pace		65%	
Posted Speed Limit		40 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		20	
Total Accidents		60	
Expected Collision Rate (MVM)	1.13		(Speed Related Only)
Calculated Collision Rate (MVM)	0.22		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		49,709	
Lane Configuration		3 Lanes Per Direction	
Traffic Controls		Signal - Garfield PI-Ruchti / Garfield / Amery / Old River School	
Crosswalks		At Garfield PI-Ruchti / Garfield / Amery / Old River School	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes, Truck Route	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		1.23	
Vertical Curve		Over the L.A. River	
Horizontal Curve		At Old River School Rd	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Divided	
Adjacent Land Use		Residential / Commercial / Industrial / Water Bodies, Easements and Public Works	
Recommended Speed Limit		45 MPH	
Speed Limit Change		Increase	
Justification		Residential / Commercial / Industrial, Truck Route. It is recommended the PPSL be reduced by 5 MPH (CA MUTCD option 1) and the existing 40 MPH be increased to 45 MPH.	
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of</p>			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date

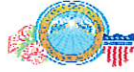





CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

29 Otis St		North City Limit to Firestone Blvd	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	12:20 - 12:40 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		35 MPH	
10 MPH Pace		27 - 36 MPH	
Percent in Pace		88%	
Posted Speed Limit		30 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		7	
Total Accidents		11	
Expected Collision Rate (MVM)	1.13		(Speed Related Only)
Calculated Collision Rate (MVM)	0.78		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		10,653	
Lane Configuration		2 Lanes Per Direction	
Traffic Controls		Signal - Santa Ana / Independence / Ardmore / Firestone & Stop - Liberty	
Crosswalks		At Santa Ana / Liberty / Independence / Ardmore / 8 Mid-Block Xing (between Ardmore - Firestone) / Firestone	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		No	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.58	
Vertical Curve		None	
Horizontal Curve		None	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Undivided	
Adjacent Land Use		Residential / Commercial / Industrial	
Recommended Speed Limit		30 MPH	
Speed Limit Change		No Change	
Justification		Residential / Commercial / Industrial. It is recommended to maintain the existing 30 MPH posted speed (CA MUTCD option 1).	
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic</p>			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date

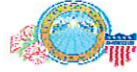





CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

30 Otis St		Firestone Blvd to Tweedy Blvd	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	12:40 - 1:00 PM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile	38 MPH		
10 MPH Pace	30 - 39 MPH		
Percent in Pace	82%		
Posted Speed Limit	30 MPH		
2 - ACCIDENT HISTORY			
No. of Months Observed	50.5		
Speed-Related Accidents	4		
Total Accidents	5		
Expected Collision Rate (MVM)	1.13	(Speed Related Only)	
Calculated Collision Rate (MVM)	0.31	(Speed Related Only)	
3 - TRAFFIC FACTORS			
Average Daily Traffic	12,987		
Lane Configuration	2 Lanes Per Direction		
Traffic Controls	Signal - Firestone / South Gate Middle School / Southern / Tweedy		
Crosswalks	At Firestone / South Gate Middle School / Southern / Duane Way / Missouri / Tweedy		
Pedestrian/Bicycles	Yes / Yes		
Truck Traffic	No		
On-Street Parking	Yes		
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)	0.67		
Vertical Curve	None		
Horizontal Curve	At Southern Ave		
Lateral Visibility	Good		
Road Conditions	Good		
Sidewalk/Driveways	Yes / Yes		
Street Lighting	Yes		
Other	Undivided		
Adjacent Land Use	Residential / Commercial / School		
Recommended Speed Limit	30 MPH		
Speed Limit Change	No Change		
Justification	Residential / Commercial / Schools. It is recommended to maintain the existing 30 MPH posted speed (CA MUTCD option 1).		
CERTIFICATION			
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 Fred Minagar	RCE #53466 State Registration No.	12/31/2021 Date	

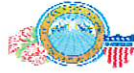





CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

32 Paramount Blvd		North City Limit to South City Limit	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	9:00 - 9:30 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		45 MPH	
10 MPH Pace		36 - 45 MPH	
Percent in Pace		79%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		3	
Total Accidents		8	
Expected Collision Rate (MVM)	1.13		(Speed Related Only)
Calculated Collision Rate (MVM)	0.14		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		28,872	
Lane Configuration		2 Lanes Per Direction	
Traffic Controls		Signal - Gardendale / Main / 105 Fwy Ramps	
Crosswalks		At - Gardendale / Alhambra / Main / 105 Fwy Ramps	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		Yes	
On-Street Parking		Yes	
Other			
4 - ROADWAY FACTORS			
Length of Segment (Miles)		0.5	
Vertical Curve		None	
Horizontal Curve		Slight Curve at Golden Ave	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Undivided	
Adjacent Land Use		Residential / Commercial / Industrial / Civic and Institutional	
Recommended Speed Limit		40 MPH	
Speed Limit Change		Increase	
Justification		Slight curve at Main St - Residential / Commercial / Industrial. It is recommended the PPSL be reduced by 5 MPH (CA MUTCD option 1) and the existing 35 MPH be increased to 40 MPH.	
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of</p>			
 Fred Minagar		RCE #53466 State Registration No.	12/31/2021 Date

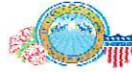





CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

33 Rayo Ave		Firestone Blvd to Southern Ave	
DATE: 12/16/2021	SURVEY BY: Counts Unlimited		
TIME: 10:35 - 10:55 AM	CHECK BY: H Basrawi		
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile	39 MPH		
10 MPH Pace	31 - 40 MPH		
Percent in Pace	86%		
Posted Speed Limit	35 MPH		
2 - ACCIDENT HISTORY			
No. of Months Observed	50.5		
Speed-Related Accidents	0		
Total Accidents	1		
Expected Collision Rate (MVM)	0.96	(Speed Related Only)	
Calculated Collision Rate (MVM)	0.00	(Speed Related Only)	
3 - TRAFFIC FACTORS			
Average Daily Traffic	14,611		
Lane Configuration	1 Lane Per Direction		
Traffic Controls	Signal - Firestone & Stop at Southern		
Crosswalks	At Firestone / Southern		
Pedestrian/Bicycles	Yes / No		
Truck Traffic	Yes		
On-Street Parking	Yes		
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)	0.37		
Vertical Curve	At railroad crossing		
Horizontal Curve	None		
Lateral Visibility	Good		
Road Conditions	Good		
Sidewalk/Driveways	Yes / Yes		
Street Lighting	Yes		
Other	Undivided		
Adjacent Land Use	Industrial/Water Bodies, Easements and Public Works/Schools/Parks & Recreation		
Recommended Speed Limit	35 MPH		
Speed Limit Change	No Change		
Justification	Residential / Commercial / Industrial. Lower 5-mph increment to the V85 selected (CVC §21400b).		
CERTIFICATION			
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic</p>			
 Fred Minagar	RCE #53466	12/31/2021	
	State Registration No.	Date	





CITY OF SOUTH GATE
2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

49 Wright Road		Atlantic Ave to South City Limit	
DATE:	12/16/2021	SURVEY BY:	Counts Unlimited
TIME:	11:20 - 11:40 AM	CHECK BY:	H Basrawi
1 - PREVAILING SPEED DATA			
Location of Survey			
85th Percentile		42 MPH	
10 MPH Pace		32 - 41 MPH	
Percent in Pace		77%	
Posted Speed Limit		35 MPH	
2 - ACCIDENT HISTORY			
No. of Months Observed		50.5	
Speed-Related Accidents		1	
Total Accidents		9	
Expected Collision Rate (MVM)	0.96		(Speed Related Only)
Calculated Collision Rate (MVM)	0.07		(Speed Related Only)
3 - TRAFFIC FACTORS			
Average Daily Traffic		15,213	
Lane Configuration		1 Lane Per Direction	
Traffic Controls		Signal - Abbott / Imperial / Stop at Atlantic (future traffic signal project)	
Crosswalks		At Michigan / Abbott / Pendleton / Imperial	
Pedestrian/Bicycles		Yes / Yes	
Truck Traffic		No	
On-Street Parking		Yes	
Other			
4- ROADWAY FACTORS			
Length of Segment (Miles)		0.63	
Vertical Curve		None	
Horizontal Curve		Slight Curve at Abbott Rd	
Lateral Visibility		Good	
Road Conditions		Good	
Sidewalk/Driveways		Yes / Yes	
Street Lighting		Yes	
Other		Undivided	
Adjacent Land Use		Residential / Commercial	
Recommended Speed Limit		35 MPH	
Speed Limit Change		No Change	
Justification	Slight curve at Abobott Rd - Residential / Commercial. It is recommended to maintain the existing 35 MPH posted speed (CA MUTCD option 1).		
CERTIFICATION			
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Gate was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic			
 Fred Minagar	RCE #53466	12/31/2021	
	State Registration No.	Date	





Appendix C

Radar Speed Survey Sheets



City of South Gate
Radar Speed Survey

Speed	NB	SB	Vehicles Surveyed				Tot. Veh.
			Northbound		Southbound		
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	1			X		1
43	1	2	X		X X		3
42	3	5	X X X		X X X X X		8
41	6	3	X X X X X X		X X X		9
40	10	3	X X X X X X X X X X		X X X		13
39	10	9	X X X X X X X X X X X		X X X X X X X X X X		19
38	8	5	X X X X X X X X X		X X X X X		13
37	11	14	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		25
36	8	10	X X X X X X X X X		X X X X X X X X X X		18
35	10	11	X X X X X X X X X X X		X X X X X X X X X X X		21
34	12	10	X X X X X X X X X X X X X		X X X X X X X X X X X		22
33	3	8	X X X X X X X X X		X X X X X X X X X		17
32	3	8	X X X X X X X X X		X X X X X X X X X		11
31	5	3	X X X X X X		X X X X X X X X		8
30	3	5	X X X X X		X X X X X X		8
29	0	2			X X		2
28	0	1			X		1
27	1	0	X				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
14	0	0					0
13	0	0					0
12	0	0					0
11	0	0					0
10	0	0					0
9	0	0					0
8	0	0					0
7	0	0					0
6	0	0					0
5	0	0					0
Total	100	100	GRAND TOTALS				200

Location: Atlantic Avenue

Between: North City Limit - Firestone Boulevard

Weather: Clear

Date: 12/16/21

Time From: 11:30

Time To: 12:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	1%	14%	6%
% In Pace:	87%	83%	84%
% Under Pace:	12%	3%	10%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	30 - 39 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	39 MPH	40 MPH



 Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	1	44		X	1
43	2	1	43	X X	X	3
42	3	5	42	X X X	X X X X X	8
41	4	6	41	X X X X	X X X X X	9
40	5	7	40	X X X X X	X X X X X X X	12
39	10	8	39	X X X X X X X X X X	X X X X X X X X	18
38	6	10	38	X X X X X X	X X X X X X X X X	16
37	11	6	37	X X X X X X X X X X X	X X X X X X	17
36	11	15	36	X X X X X X X X X X X	X X X X X X X X X X X X	26
35	12	10	35	X X X X X X X X X X X	X X X X X X X X X X	22
34	13	10	34	X X X X X X X X X X X X	X X X X X X X X X X	23
33	8	4	33	X X X X X X X X	X X X X	12
32	8	12	32	X X X X X X X X	X X X X X X X X X X	20
31	3	2	31	X X X	X X	5
30	2	0	30	X X		2
29	1	0	29	X		1
28	0	3	28		X X X	3
27	1	1	27	X	X	2
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	100	100		GRAND TOTALS		200

Location: Atlantic Avenue
 Between: Firestone Boulevard - Tweedy Boulevard
 Weather: Clear
 Date: 12/16/21
 Time From: 11:00
 Time To: 11:30
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	5%	7%	6%
% In Pace:	88%	87%	88%
% Under Pace:	7%	6%	7%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH


 Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	EB	WB	MPH	Vehicles Surveyed				Tot.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	0	59					0
58	0	0	58					0
57	0	0	57					0
56	0	0	56					0
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	1	46			X		1
45	3	0	45	X X X				3
44	2	2	44	X X		X X		4
43	2	1	43	X X		X		3
42	5	2	42	X X X X X		X X		7
41	3	3	41	X X X		X X X		6
40	7	4	40	X X X X X X X		X X X X		11
39	7	8	39	X X X X X X X		X X X X X X X X		15
38	11	14	38	X X X X X X X X X X X		X X X X X X X X X X X X X		25
37	10	15	37	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		25
36	14	10	36	X X X X X X X X X X X X X		X X X X X X X X X X X		24
35	8	10	35	X X X X X X X X X		X X X X X X X X X X		18
34	8	9	34	X X X X X X X X X		X X X X X X X X X		17
33	6	9	33	X X X X X		X X X X X X X X X		14
32	5	3	32	X X X X X		X X X		8
31	7	6	31	X X X X X X X X		X X X X X X		13
30	2	1	30	X X		X		3
29	0	1	29			X		1
28	0	1	28			X		1
27	0	0	27					0
26	1	0	26	X				1
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: **Firestone Boulevard**
 Between: **West City Limit - Long Beach Boulevard**
 Weather: **Clear**
 Date: **12/16/21**
 Time From: **1:55**
 Time To: **2:25**
 Existing Speed Limit: **35 MPH**

	Eastbound	Westbound	Combined Statistics
% Over Pace:	15%	9%	12%
% In Pace:	82%	88%	85%
% Under Pace:	3%	3%	3%
Average Speed:	37 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	39 MPH	40 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Gate
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed				TOT. VEH.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	0	59					0
58	0	0	58					0
57	0	0	57					0
56	0	0	56					0
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	0	46					0
45	0	0	45					0
44	1	1	44	X		X		2
43	1	1	43	X		X		2
42	6	1	42	X X X X X X		X		7
41	3	6	41	X X X		X X X X X X		9
40	5	5	40	X X X X X		X X X X X		10
39	10	8	39	X X X X X X X X X X		X X X X X X X X		18
38	10	16	38	X X X X X X X X X X X		X X X X X X X X X X X X		26
37	10	11	37	X X X X X X X X X X X		X X X X X X X X X X X		21
36	7	14	36	X X X X X X X X		X X X X X X X X X X X X X X		21
35	12	9	35	X X X X X X X X X X X X		X X X X X X X X X X		21
34	11	9	34	X X X X X X X X X X X X		X X X X X X X X X X		20
33	5	7	33	X X X X X		X X X X X X X		12
32	5	6	32	X X X X X		X X X X X X		11
31	8	4	31	X X X X X X X X		X X X X		12
30	4	2	30	X X X X		X X		6
29	1	0	29	X				1
28	1	0	28	X				1
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: Firestone Boulevard
 Between: Long Beach Boulevard - California Avenue
 Weather: Clear
 Date: 12/16/21
 Time From: 1:30
 Time To: 2:00
 Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	11%	3%	10%
% In Pace:	83%	91%	86%
% Under Pace:	6%	6%	4%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	39 MPH	39 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	EB	WB	MPH	Vehicles Surveyed				TOT. VEH.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	0	59					0
58	0	0	58					0
57	0	0	57					0
56	0	0	56					0
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	0	46					0
45	1	0	45	X				1
44	2	1	44	X X		X		3
43	1	1	43	X		X		2
42	2	2	42	X X		X X		4
41	4	2	41	X X X X		X X		6
40	3	6	40	X X X		X X X X X X		9
39	4	9	39	X X X X		X X X X X X X X X		13
38	5	6	38	X X X X X		X X X X X		10
37	6	10	37	X X X X X X		X X X X X X X X X X		16
36	10	14	36	X X X X X X X X X X		X X X X X X X X X X X X X X		24
35	10	14	35	X X X X X X X X X X		X X X X X X X X X X X X X X		24
34	6	8	34	X X X X X X		X X X X X X X X		14
33	8	7	33	X X X X X X X X		X X X X X X X		15
32	11	10	32	X X X X X X X X X X X		X X X X X X X X X X		21
31	7	9	31	X X X X X X X		X X X X X X X X X		16
30	10	2	30	X X X X X X X X X X		X X		12
29	5	0	29	X X X X X				5
28	2	0	28	X X				2
27	3	0	27	X X X				3
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: Firestone Boulevard
 Between: California Avenue - Atlantic Avenue
 Weather: Clear
 Date: 12/16/21
 Time From: 1:05
 Time To: 1:35
 Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	17%	6%	13%
% In Pace:	78%	92%	83%
% Under Pace:	5%	2%	5%
Average Speed:	34 MPH	36 MPH	35 MPH
Pace Speed:	29 - 38 MPH	31 - 40 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH



Radar Survey Conducted By:
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 PO Box 1178
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 T 951-268-6268 F 951-268-6267

City of South Gate
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed				Tot.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	0	59					0
58	0	0	58					0
57	0	0	57					0
56	0	0	56					0
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	1	48			X		1
47	0	0	47					0
46	0	0	46					0
45	1	1	45	X		X		2
44	1	4	44	X		X X X X		5
43	5	3	43	X X X X X		X X X		8
42	7	9	42	X X X X X X X		X X X X X X X X X		16
41	11	12	41	X X X X X X X X X X X		X X X X X X X X X X X X X		23
40	12	8	40	X X X X X X X X X X X X		X X X X X X X X X		20
39	12	10	39	X X X X X X X X X X X X X		X X X X X X X X X X X		22
38	11	16	38	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 X		27
37	7	12	37	X X X X X X X		X X X X X X X X X X X X		19
36	9	10	36	X X X X X X X X X		X X X X X X X X X X		17
35	8	9	35	X X X X X X X X		X X X X X X X X X		17
34	8	2	34	X X X X X X X X X		X X		10
33	4	1	33	X X X X		X		5
32	2	0	32	X X				2
31	0	1	31			X		1
30	1	1	30	X		X		2
29	0	0	29					0
28	1	0	28	X				1
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: **Firestone Boulevard**
 Between: **Atlantic Avenue - Interstate 710 Freeway**
 Weather: **Clear**
 Date: **12/16/21**
 Time From: **10:00**
 Time To: **10:30**
 Existing Speed Limit: **35 MPH**

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	2%	4%
% In Pace:	90%	93%	91%
% Under Pace:	8%	5%	6%
Average Speed:	38 MPH	39 MPH	38 MPH
Pace Speed:	34 - 43 MPH	35 - 44 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH



Radar Survey Conducted By:
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 PO Box 1178
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 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	EB	WB	MPH	Vehicles Surveyed				TOT. VEH.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	0	0	59					0
58	0	0	58					0
57	0	0	57					0
56	0	0	56					0
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	1	52			X		1
51	0	0	51					0
50	2	0	50	X	X			2
49	1	4	49	X			X X X X	5
48	5	2	48	X X X X X			X X	7
47	6	1	47	X X X X X X			X	7
46	9	7	46	X X X X X X X X			X X X X X X	16
45	7	11	45	X X X X X X X			X X X X X X X X	18
44	9	9	44	X X X X X X X X X			X X X X X X X X	18
43	7	4	43	X X X X X X X			X X X X	11
42	7	9	42	X X X X X X X			X X X X X X X X	16
41	8	7	41	X X X X X X X X			X X X X X X X	15
40	11	8	40	X X X X X X X X X X X			X X X X X X X X	19
39	7	16	39	X X X X X X X			X X X X X X X X X X X X X X	23
38	3	7	38	X X X			X X X X X X X	10
37	8	8	37	X X X X X X X X			X X X X X X X X	16
36	5	2	36	X X X X X			X X	7
35	2	2	35	X X			X X	4
34	1	2	34	X			X X	3
33	1	0	33	X				1
32	1	0	32	X				1
31	0	0	31					0
30	0	0	30					0
29	0	0	29					0
28	0	0	28					0
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: Firestone Boulevard

Between: Interstate 710 Freeway - East City Limit

Weather: Clear

Date: 12/16/21

Time From: 9:30

Time To: 10:00

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	3%	8%	11%
% In Pace:	76%	86%	81%
% Under Pace:	21%	6%	8%
Average Speed:	42 MPH	42 MPH	42 MPH
Pace Speed:	39 - 48 MPH	37 - 46 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
50th Percentile / Critical Speed:	42 MPH	41 MPH	42 MPH
85th Percentile / Critical Speed:	46 MPH	45 MPH	46 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	Vehicles Surveyed				TOT.
			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	4	1	X	X	X	X	5
52	2	0	X	X			2
51	0	0					0
50	2	3	X	X		X	5
49	2	1	X	X		X	3
48	1	1	X			X	2
47	5	3	X	X	X	X	8
46	1	2	X			X	3
45	1	5	X			X	6
44	3	3	X	X		X	6
43	2	6	X	X		X	8
42	6	9	X	X	X	X	15
41	8	5	X	X	X	X	13
40	6	10	X	X	X	X	16
39	8	13	X	X	X	X	21
38	11	7	X	X	X	X	18
37	9	12	X	X	X	X	21
36	8	6	X	X	X	X	14
35	5	5	X	X	X	X	10
34	6	3	X	X	X	X	9
33	3	3	X	X		X	6
32	4	1	X	X		X	5
31	2	0	X	X			2
30	0	1				X	1
29	1	0	X				1
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
Total	100	100	GRAND TOTALS				200

Location: Garfield Avenue

Between: Imperial Highway - Roosevelt Avenue

Weather: Clear

Date: 12/16/21

Time From: 10:20

Time To: 10:50

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>23%</u>	<u>11%</u>	<u>20%</u>
% In Pace:	<u>70%</u>	<u>76%</u>	<u>73%</u>
% Under Pace:	<u>7%</u>	<u>13%</u>	<u>8%</u>
Average Speed:	<u>40</u> MPH	<u>40</u> MPH	<u>40</u> MPH
Pace Speed:	<u>33 - 42</u> MPH	<u>36 - 45</u> MPH	<u>34 - 43</u> MPH
15th Percentile / Critical Speed:	<u>34</u> MPH	<u>36</u> MPH	<u>35</u> MPH
50th Percentile / Critical Speed:	<u>39</u> MPH	<u>39</u> MPH	<u>39</u> MPH
85th Percentile / Critical Speed:	<u>47</u> MPH	<u>45</u> MPH	<u>45</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	1	1	49		X	2
48	1	1	48	X	X	2
47	1	0	47	X		1
46	0	1	46		X	1
45	0	2	45		X X	2
44	0	1	44		X	1
43	4	2	43	X X X X	X X	6
42	1	4	42	X	X X X X	5
41	2	2	41	X X	X X	4
40	3	5	40	X X X	X X X X X	8
39	3	3	39	X X X	X X X	6
38	5	2	38	X X X X X	X X	7
37	8	4	37	X X X X X X X X	X X X X	12
36	8	3	36	X X X X X X X X	X X X X	11
35	11	4	35	X X X X X X X X X X X	X X X X	15
34	8	12	34	X X X X X X X X X	X X X X X X X X X X	20
33	9	5	33	X X X X X X X X X X	X X X X X X	14
32	10	12	32	X X X X X X X X X X X	X X X X X X X X X X X	22
31	6	9	31	X X X X X X	X X X X X X X X X	15
30	6	7	30	X X X X X X X	X X X X X X X	13
29	6	6	29	X X X X X X	X X X X X X	12
28	4	4	28	X X X X	X X X X	8
27	1	3	27	X	X X X	4
26	2	5	26	X X	X X X X X	7
25	0	2	25		X X	2
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	100	100		GRAND TOTALS		200

Location: Garfield Avenue
 Between: Roosevelt Avenue - South City Limit
 Weather: Clear
 Date: 12/16/21
 Time From: 9:50
 Time To: 10:20
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	31%	23%
% In Pace:	77%	67%	71%
% Under Pace:	7%	2%	7%
Average Speed:	35 MPH	34 MPH	34 MPH
Pace Speed:	29 - 38 MPH	26 - 35 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

604

**City of South Gate
Radar Speed Survey**

Speed	EB	WB	MPH	Vehicles Surveyed				Tot.
				Eastbound		Westbound		
65	0	0	65					0
64	0	0	64					0
63	0	0	63					0
62	0	0	62					0
61	0	0	61					0
60	0	0	60					0
59	2	4	59	X X		X X X X		6
58	1	0	58	X				1
57	1	1	57	X		X		2
56	2	2	56	X X		X X		4
55	2	3	55	X X		X X X		5
54	1	1	54	X		X		2
53	4	1	53	X X X X		X		5
52	3	0	52	X X X		X		3
51	6	4	51	X X X X X X		X X X X		10
50	4	4	50	X X X X		X X X X		8
49	5	4	49	X X X X X		X X X X		9
48	5	3	48	X X X X X		X X X		8
47	8	8	47	X X X X X X X X		X X X X X X X X		16
46	8	5	46	X X X X X X X X		X X X X X		13
45	9	8	45	X X X X X X X X X		X X X X X X X X		17
44	14	4	44	X X X X X X X X X X X X X X		X X X X X X X X		18
43	6	7	43	X X X X X X X		X X X X X X X		13
42	5	11	42	X X X X X X		X X X X X X X X X X X X		16
41	3	8	41	X X X		X X X X X X X X X		11
40	4	2	40	X X X X		X X		6
39	2	3	39	X X		X X X		5
38	1	8	38	X		X X X X X X X X		9
37	3	2	37	X X X		X X		5
36	0	2	36			X X		2
35	0	1	35			X		1
34	1	1	34	X		X		2
33	0	2	33			X X		2
32	0	1	32			X		1
31	0	0	31					0
30	0	0	30					0
29	0	0	29					0
28	0	0	28					0
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
Total	100	100		GRAND TOTALS				200

Location: Imperial Highway
 Between: West City Limit - East City Limit
 Weather: Clear
 Date: 12/16/21
 Time From: 10:50
 Time To: 11:20
 Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	27%	19%
% In Pace:	70%	64%	65%
% Under Pace:	14%	9%	17%
Average Speed:	46 MPH	45 MPH	46 MPH
Pace Speed:	42 - 51 MPH	38 - 47 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	42 MPH	38 MPH	40 MPH
50th Percentile / Critical Speed:	46 MPH	44 MPH	45 MPH
85th Percentile / Critical Speed:	52 MPH	51 MPH	51 MPH

Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267



**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	2	1	39	X X	X	3
38	1	0	38	X		1
37	2	1	37	X X	X	3
36	5	3	36	X X X X X	X X X	8
35	4	4	35	X X X X	X X X X	8
34	5	2	34	X X X X X	X X	7
33	4	1	33	X X X X	X	5
32	11	8	32	X X X X X X X X X X X	X X X X X X X X	19
31	4	6	31	X X X X	X X X X X X	10
30	5	5	30	X X X X X	X X X X X	10
29	2	2	29	X X	X X	4
28	1	8	28	X	X X X X X X X X	9
27	3	5	27	X X X	X X X X X	8
26	1	3	26	X	X X X	4
25	0	1	25		X	1
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	69	60		GRAND TOTALS		100

Location: Otis Street
 Between: North City Limit - Firestone Boulevard
 Weather: Clear
 Date: 12/16/21
 Time From: 12:20
 Time To: 12:40
 Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	4%	7%
% In Pace:	88%	88%	88%
% Under Pace:	2%	8%	5%
Average Speed:	33 MPH	31 MPH	32 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	30 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed						Tot. VEH
				Northbound			Southbound			
55	0	0	55							0
54	0	0	54							0
53	0	0	53							0
52	0	0	52							0
51	0	0	51							0
50	0	0	50							0
49	0	0	49							0
48	0	0	48							0
47	0	0	47							0
46	0	0	46							0
45	0	0	45							0
44	0	0	44							0
43	0	1	43					X		1
42	0	2	42					X X		2
41	1	2	41	X				X X		3
40	1	0	40	X						1
39	3	3	39	X X X				X X X		6
38	4	3	38	X X X X				X X X		7
37	3	3	37	X X X				X X X		6
36	1	5	36	X				X X X X X		6
35	7	6	35	X X X X X X X X				X X X X X X		13
34	2	5	34	X X				X X X X X		7
33	4	6	33	X X X X				X X X X X X		10
32	6	7	32	X X X X X X X				X X X X X X X		13
31	5	3	31	X X X X X				X X X X X X		8
30	5	1	30	X X X X X				X		6
29	2	1	29	X X				X		3
28	5	1	28	X X X X X				X		6
27	0	1	27					X		1
26	1	0	26	X						1
25	0	0	25							0
24	0	0	24							0
23	0	0	23							0
22	0	0	22							0
21	0	0	21							0
20	0	0	20							0
19	0	0	19							0
18	0	0	18							0
17	0	0	17							0
16	0	0	16							0
15	0	0	15							0
14	0	0	14							0
13	0	0	13							0
12	0	0	12							0
11	0	0	11							0
10	0	0	10							0
9	0	0	9							0
8	0	0	8							0
7	0	0	7							0
6	0	0	6							0
5	0	0	5							0
Total	50	50		GRAND TOTALS						100

Location: Otis Street

Between: Firestone Boulevard - Tweedy Boulevard

Weather: Clear


Date: 12/16/21

Time From: 12:40

Time To: 1:00

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	10%	7%
% In Pace:	80%	84%	82%
% Under Pace:	16%	6%	11%
Average Speed:	33 MPH	35 MPH	34 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	32 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH



 Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	Vehicles Surveyed				Tot.
			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	1	0	X				1
49	1	1	X		X		2
48	2	5	X X		X X X X X		7
47	5	2	X X X X X X		X X		7
46	6	3	X X X X X X X		X X X		9
45	7	2	X X X X X X X X		X X		9
44	2	14	X X		X X X X X X X X X X X X X X		16
43	7	5	X X X X X X X X		X X X X X X X X X X X X X X		12
42	4	7	X X X X X		X X X X X X X		11
41	8	6	X X X X X X X X X		X X X X X X X		14
40	10	11	X X X X X X X X X X X		X X X X X X X X X X X X		21
39	14	11	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 X X X		25
38	9	7	X X X X X X X X X X X X X		X X X X X X X X		16
37	13	8	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		21
36	6	7	X X X X X X X X		X X X X X X X X X		13
35	2	4	X X X		X X X X		6
34	0	2			X X		2
33	2	5	X X		X X X X X X		7
32	1	0	X				1
31	0	0					0
30	0	0					0
29	0	0					0
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
Total	100	100	GRAND TOTALS				200

Location: Paramount Boulevard
 Between: North City Limit - South City Limit
 Weather: Clear
 Date: 12/16/21
 Time From: 9:00
 Time To: 9:30
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	9%	13%	13%
% In Pace:	80%	80%	79%
% Under Pace:	11%	7%	8%
Average Speed:	41 MPH	40 MPH	40 MPH
Pace Speed:	37 - 46 MPH	35 - 44 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH
50th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	45 MPH	44 MPH	45 MPH



 Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	2	43		X X	2
42	0	1	42		X	1
41	0	0	41			0
40	2	2	40	X X	X X	4
39	6	8	39	X X X X X X	X X X X X X X X	14
38	3	2	38	X X X	X X	5
37	3	6	37	X X X	X X X X X	8
36	4	8	36	X X X X	X X X X X X X X	12
35	3	6	35	X X X	X X X X X X	9
34	5	3	34	X X X X X	X X X	8
33	4	6	33	X X X X	X X X X X	9
32	9	2	32	X X X X X X X X X X	X X	11
31	4	2	31	X X X X	X X	6
30	2	2	30	X X	X X	4
29	1	0	29	X		1
28	3	1	28	X X X	X	4
27	0	0	27			0
26	0	0	26			0
25	1	1	25	X	X	2
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Rayo Avenue
 Between: Firestone Boulevard - Southern Avenue
 Weather: Clear
 Date: 12/16/21
 Time From: 10:35
 Time To: 10:55
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	6%	3%
% In Pace:	86%	86%	86%
% Under Pace:	14%	8%	11%
Average Speed:	34 MPH	36 MPH	35 MPH
Pace Speed:	31 - 40 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH


 Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

**City of South Gate
Radar Speed Survey**

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	1	0	49	X		1
48	1	1	48	X		2
47	1	0	47	X	X	2
46	1	0	46	X		1
45	0	0	45			0
44	2	0	44	X X		2
43	3	4	43	X X X	X X X X	7
42	2	2	42	X X	X X	4
41	3	2	41	X X X	X X	5
40	3	2	40	X X X	X X	5
39	2	3	39	X X	X X X	5
38	6	6	38	X X X X X X	X X X X X X	12
37	7	2	37	X X X X X X X	X X	9
36	6	8	36	X X X X X X	X X X X X X X X	14
35	4	5	35	X X X X	X X X X X	9
34	3	2	34	X X X	X X	5
33	4	3	33	X X X X	X X X	7
32	1	5	32	X	X X X X X	6
31	0	2	31		X X	2
30	0	2	30		X X	2
29	0	0	29			0
28	0	0	28			0
27	0	1	27		X	1
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Wright Road
 Between: Atlantic Avenue - South City Limit
 Weather: Clear
 Date: 12/16/21
 Time From: 11:20
 Time To: 11:40
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	14%	18%
% In Pace:	80%	76%	77%
% Under Pace:	2%	10%	5%
Average Speed:	38 MPH	36 MPH	37 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH
85th Percentile / Critical Speed:	43 MPH	41 MPH	42 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267



Appendix D

24-Hour Machine Counts Traffic Volume Data



Counts Unlimited, Inc.

City of South Gate
 Atlantic Avenue
 B/ North City Limit - Firestone Boulevard
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SGE005
 Site Code: 231-21635

Start Time	16-Dec-21 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		73	591			26	252				
12:15		62	771			22	231				
12:30		32	542			13	207				
12:45		48	690	215	2594	24	239	85	929	300	3523
01:00		48	688			31	198				
01:15		37	680			21	219				
01:30		42	701			14	223				
01:45		37	594	164	2663	15	201	81	841	245	3504
02:00		49	558			11	247				
02:15		47	565			14	217				
02:30		43	490			26	251				
02:45		63	459	202	2072	38	248	89	963	291	3035
03:00		36	507			34	264				
03:15		37	557			41	250				
03:30		56	546			54	256				
03:45		47	642	176	2252	65	248	194	1018	370	3270
04:00		71	606			44	211				
04:15		59	634			59	222				
04:30		74	639			114	244				
04:45		103	474	307	2353	88	221	305	898	612	3251
05:00		101	578			82	226				
05:15		105	552			128	223				
05:30		158	552			160	208				
05:45		222	522	586	2204	166	184	536	841	1122	3045
06:00		166	394			121	183				
06:15		143	456			148	177				
06:30		189	418			176	197				
06:45		314	371	812	1639	198	174	643	731	1455	2370
07:00		380	403			223	157				
07:15		448	295			261	159				
07:30		497	385			328	131				
07:45		564	403	1889	1486	254	150	1066	597	2955	2083
08:00		470	392			279	112				
08:15		509	317			245	137				
08:30		397	339			230	124				
08:45		407	324	1783	1372	193	96	947	469	2730	1841
09:00		308	359			167	119				
09:15		379	330			150	69				
09:30		447	252			146	81				
09:45		431	217	1565	1158	186	53	649	322	2214	1480
10:00		467	231			198	66				
10:15		513	407			197	63				
10:30		579	288			185	47				
10:45		553	147	2112	1073	214	45	794	221	2906	1294
11:00		722	167			186	27				
11:15		664	172			211	32				
11:30		662	160			235	38				
11:45		608	145	2646	644	222	38	854	135	3500	779
Total		12457	21510	12457	21510	6243	7965	6243	7965	18700	29475
Combined Total			33967		33967		14208		14208		48175
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	2646	-	-	-	1122	-	-	-	-	-
P.H.F.	-	0.916	-	-	-	0.855	-	-	-	-	-
PM Peak	-	-	00:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	2759	-	-	-	1018	-	-	-	-
P.H.F.	-	-	0.984	-	-	-	0.964	-	-	-	-
Percentage		36.7%	63.3%			43.9%	56.1%				
ADT/AADT		ADT 48,175	AADT 48,175								

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Counts Unlimited, Inc

City of South Gate
 Atlantic Avenue
 B/ Firestone Boulevard - Tweedy Boulevard
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE006
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		37	141			20	120				
12:15		25	160			25	120				
12:30		22	168			17	154				
12:45		17	170	101	639	15	122	77	516	178	1155
01:00		11	176			17	149				
01:15		17	153			14	118				
01:30		13	153			11	150				
01:45		15	140	56	622	7	124	49	541	105	1163
02:00		10	151			15	143				
02:15		14	138			10	152				
02:30		6	146			11	180				
02:45		15	174	45	609	12	177	48	652	93	1261
03:00		17	190			10	169				
03:15		17	173			15	153				
03:30		32	210			17	177				
03:45		24	187	90	760	15	162	57	661	147	1421
04:00		31	176			19	179				
04:15		27	167			22	187				
04:30		34	172			25	184				
04:45		48	208	140	723	43	176	109	726	249	1449
05:00		22	185			32	200				
05:15		50	193			31	176				
05:30		56	185			53	202				
05:45		83	147	211	710	51	207	167	785	378	1495
06:00		80	172			54	179				
06:15		100	169			76	174				
06:30		141	165			76	136				
06:45		142	143	463	649	87	142	293	631	756	1280
07:00		170	142			103	121				
07:15		199	126			171	138				
07:30		215	118			200	116				
07:45		225	137	809	523	177	122	651	497	1460	1020
08:00		207	105			172	107				
08:15		218	118			149	89				
08:30		190	101			127	79				
08:45		154	93	769	417	99	76	547	351	1316	768
09:00		139	93			101	65				
09:15		127	82			91	65				
09:30		125	72			122	54				
09:45		150	51	541	298	102	50	416	234	957	532
10:00		124	63			98	53				
10:15		127	69			123	46				
10:30		144	40			105	38				
10:45		143	38	538	210	105	41	431	178	969	388
11:00		149	26			122	49				
11:15		137	49			119	44				
11:30		127	42			101	26				
11:45		141	22	554	139	118	29	460	148	1014	287
Total		4317	6299	4317	6299	3305	5920	3305	5920	7622	12219
Combined Total		10616		10616		9225		9225		19841	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	865	-	-	-	720	-	-	-	-	-
P.H.F.	-	0.961	-	-	-	0.900	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	771	-	-	-	785	-	-	-	-
P.H.F.	-	-	0.918	-	-	-	0.948	-	-	-	-
Percentage		40.7%	59.3%			35.8%	64.2%				
ADT/AADT		ADT 19,841	AADT 19,841								

Counts Unlimited, Inc

City of South Gate
 Firestone Boulevard
 B/ West City Limit - Long Beach Boulevard
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE011
 Site Code: 231-21635

Start Time	12/15/2021 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		35	195			42	191				
12:15		34	221			28	186				
12:30		26	211			38	212				
12:45		34	205	129	832	41	172	149	761	278	1593
01:00		23	231			35	215				
01:15		21	199			39	206				
01:30		22	228			25	247				
01:45		28	214	94	872	19	194	118	862	212	1734
02:00		14	225			19	203				
02:15		24	244			25	200				
02:30		25	264			23	237				
02:45		20	268	83	1001	17	210	84	850	167	1851
03:00		18	276			26	183				
03:15		31	281			39	221				
03:30		43	299			43	212				
03:45		39	319	131	1175	34	245	142	861	273	2036
04:00		35	345			28	261				
04:15		38	317			56	246				
04:30		68	340			42	208				
04:45		74	311	215	1313	74	219	200	934	415	2247
05:00		63	354			66	218				
05:15		85	370			63	219				
05:30		85	301			86	238				
05:45		100	337	333	1362	118	212	333	887	666	2249
06:00		81	339			137	249				
06:15		100	319			199	189				
06:30		138	286			212	199				
06:45		134	244	453	1188	186	193	734	830	1187	2018
07:00		142	296			233	180				
07:15		223	234			217	193				
07:30		306	209			223	196				
07:45		299	160	970	899	289	158	962	727	1932	1626
08:00		259	155			316	174				
08:15		211	134			251	150				
08:30		168	123			238	172				
08:45		181	141	819	553	194	212	999	708	1818	1261
09:00		165	93			202	171				
09:15		166	84			164	152				
09:30		170	94			164	136				
09:45		181	66	682	337	173	137	703	596	1385	933
10:00		172	96			167	117				
10:15		176	97			156	112				
10:30		186	64			169	99				
10:45		192	59	726	316	179	76	671	404	1397	720
11:00		191	68			166	80				
11:15		197	48			179	60				
11:30		209	46			178	57				
11:45		187	45	784	207	164	55	687	252	1471	459
Total		5419	10055	5419	10055	5782	8672	5782	8672	11201	18727
Combined Total		15474		15474		14454		14454		29928	
AM Peak	-	07:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	1087	-	-	-	1094	-	-	-	-	-
P.H.F.	-	0.888	-	-	-	0.866	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	03:30	-	-	-	-
Vol.	-	-	1375	-	-	-	964	-	-	-	-
P.H.F.	-	-	0.929	-	-	-	0.923	-	-	-	-
Percentag e		35.0%	65.0%			40.0%	60.0%				
ADT/AADT		ADT 29,928	AADT 29,928								

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Counts Unlimited, Inc

City of South Gate
 Firestone Boulevard
 B/ Long Beach Boulevard - California Avenue
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE012
 Site Code: 231-21635

Start Time	12/15/2021 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		35	216			47	225				
12:15		36	200			35	216				
12:30		31	250			45	208				
12:45		37	195	139	861	39	176	166	825	305	1686
01:00		18	220			42	244				
01:15		19	222			35	236				
01:30		17	213			30	250				
01:45		25	210	79	865	26	208	133	938	212	1803
02:00		20	233			28	258				
02:15		29	270			25	216				
02:30		29	294			28	290				
02:45		35	268	113	1065	24	239	105	1003	218	2068
03:00		24	269			22	229				
03:15		29	275			18	251				
03:30		39	275			31	229				
03:45		42	283	134	1102	33	274	104	983	238	2085
04:00		47	285			35	213				
04:15		48	319			40	252				
04:30		79	323			40	222				
04:45		109	287	283	1214	58	260	173	947	456	2161
05:00		69	328			53	243				
05:15		83	338			62	242				
05:30		103	268			85	238				
05:45		117	301	372	1235	105	211	305	934	677	2169
06:00		100	315			105	263				
06:15		109	279			170	197				
06:30		141	319			153	249				
06:45		167	262	517	1175	194	222	622	931	1139	2106
07:00		155	279			206	221				
07:15		219	233			248	207				
07:30		284	217			231	205				
07:45		251	184	909	913	277	170	962	803	1871	1716
08:00		250	173			244	221				
08:15		229	156			238	173				
08:30		167	164			195	194				
08:45		241	146	887	639	209	210	886	798	1773	1437
09:00		168	113			173	192				
09:15		190	114			212	173				
09:30		168	102			202	160				
09:45		199	83	725	412	153	139	740	664	1465	1076
10:00		195	76			152	133				
10:15		201	87			196	116				
10:30		205	66			208	102				
10:45		207	68	808	297	171	92	727	443	1535	740
11:00		221	56			227	99				
11:15		212	41			174	70				
11:30		240	52			215	62				
11:45		205	38	878	187	185	58	801	289	1679	476
Total		5844	9965	5844	9965	5724	9558	5724	9558	11568	19523
Combined Total		15809		15809		15282		15282		31091	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1014	-	-	-	1000	-	-	-	-	-
P.H.F.	-	0.893	-	-	-	0.903	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	1276	-	-	-	1009	-	-	-	-
P.H.F.	-	-	0.944	-	-	-	0.870	-	-	-	-
Percentage		37.0%	63.0%			37.5%	62.5%				
ADT/AADT		ADT 31,091		AADT 31,091							

Counts Unlimited, Inc

City of South Gate
 Firestone Boulevard
 B/ California Avenue - Atlantic Avenue
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE013
 Site Code: 231-21635

Start Time	12/15/2021 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	258			53	240				
12:15		33	246			41	259				
12:30		32	272			46	282				
12:45		27	274	122	1050	45	250	185	1031	307	2081
01:00		21	241			58	294				
01:15		28	272			31	257				
01:30		25	261			29	297				
01:45		19	333	93	1107	28	291	146	1139	239	2246
02:00		19	291			27	318				
02:15		25	271			17	307				
02:30		36	297			29	305				
02:45		39	315	119	1174	21	259	94	1189	213	2363
03:00		26	241			27	284				
03:15		35	297			44	278				
03:30		68	274			37	310				
03:45		60	308	189	1120	30	302	138	1174	327	2294
04:00		76	310			39	270				
04:15		72	331			46	275				
04:30		111	313			42	274				
04:45		120	299	379	1253	56	297	183	1116	562	2369
05:00		95	320			54	298				
05:15		97	371			56	294				
05:30		146	315			69	266				
05:45		170	300	508	1306	111	273	290	1131	798	2437
06:00		129	297			108	292				
06:15		155	296			148	259				
06:30		208	292			175	281				
06:45		202	275	694	1160	178	239	609	1071	1303	2231
07:00		214	264			265	278				
07:15		283	243			264	290				
07:30		330	265			304	258				
07:45		340	219	1167	991	275	237	1108	1063	2275	2054
08:00		324	164			296	242				
08:15		304	172			267	222				
08:30		236	182			222	249				
08:45		259	148	1123	666	233	268	1018	981	2141	1647
09:00		231	141			209	235				
09:15		216	127			235	215				
09:30		217	133			241	215				
09:45		203	90	867	491	196	202	881	867	1748	1358
10:00		228	105			208	160				
10:15		239	102			240	132				
10:30		252	83			213	134				
10:45		261	62	980	352	228	129	889	555	1869	907
11:00		258	69			241	120				
11:15		271	50			243	102				
11:30		267	53			210	87				
11:45		284	40	1080	212	250	81	944	390	2024	602
Total		7321	10882	7321	10882	6485	11707	6485	11707	13806	22589
Combined Total		18203		18203		18192		18192		36395	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1298	-	-	-	1142	-	-	-	-	-
P.H.F.	-	0.954	-	-	-	0.939	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	1306	-	-	-	1221	-	-	-	-
P.H.F.	-	-	0.880	-	-	-	0.960	-	-	-	-
Percentage		40.2%	59.8%			35.6%	64.4%				
ADT/AADT		ADT 36,395		AADT 36,395							

Counts Unlimited, Inc

City of South Gate
 Firestone Boulevard
 B/ Atlantic Avenue - Interstate 710 Freeway
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE014
 Site Code: 231-21635

Start Time	12/15/2021 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		65	453			90	362				
12:15		49	478			70	385				
12:30		75	489			75	433				
12:45		43	492	232	1912	90	456	325	1636	557	3548
01:00		58	428			69	377				
01:15		51	473			60	440				
01:30		41	435			74	440				
01:45		46	417	196	1753	58	388	261	1645	457	3398
02:00		47	436			64	470				
02:15		40	435			55	408				
02:30		66	516			45	389				
02:45		56	455	209	1842	74	375	238	1642	447	3484
03:00		77	352			52	411				
03:15		69	463			70	399				
03:30		124	442			60	441				
03:45		131	531	401	1788	74	394	256	1645	657	3433
04:00		114	517			81	370				
04:15		169	487			49	403				
04:30		203	456			116	371				
04:45		223	451	709	1911	138	434	384	1578	1093	3489
05:00		205	486			115	404				
05:15		262	454			103	444				
05:30		362	433			142	418				
05:45		309	423	1138	1796	239	383	599	1649	1737	3445
06:00		294	491			207	429				
06:15		348	492			291	407				
06:30		391	462			272	420				
06:45		455	426	1488	1871	353	447	1123	1703	2611	3574
07:00		446	403			390	450				
07:15		506	411			399	414				
07:30		558	364			438	406				
07:45		485	391	1995	1569	343	429	1570	1699	3565	3268
08:00		470	276			349	354				
08:15		477	302			349	439				
08:30		425	297			334	371				
08:45		375	302	1747	1177	400	426	1432	1590	3179	2767
09:00		406	257			320	362				
09:15		385	256			324	424				
09:30		410	225			324	396				
09:45		412	152	1613	890	350	327	1318	1509	2931	2399
10:00		405	183			360	319				
10:15		400	153			386	304				
10:30		392	167			334	254				
10:45		397	120	1594	623	370	183	1450	1060	3044	1683
11:00		436	133			376	188				
11:15		441	102			420	162				
11:30		461	83			404	139				
11:45		472	68	1810	386	388	135	1588	624	3398	1010
Total		13132	17518	13132	17518	10544	17980	10544	17980	23676	35498
Combined Total		30650		30650		28524		28524		59174	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	2019	-	-	-	1588	-	-	-	-	-
P.H.F.	-	0.905	-	-	-	0.906	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	1991	-	-	-	1738	-	-	-	-
P.H.F.	-	-	0.937	-	-	-	0.924	-	-	-	-
Percentage		42.8%	57.2%			37.0%	63.0%				
ADT/AADT		ADT 59,174	AADT 59,174								

Counts Unlimited, Inc

City of South Gate
 Firestone Boulevard
 B/ Interstate 710 Freeway - East City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE015
 Site Code: 231-21635

Start Time	12/16/2021 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		111	658			107	515				
12:15		98	587			60	557				
12:30		93	561			94	630				
12:45		81	581	383	2387	69	590	330	2292	713	4679
01:00		72	546			81	552				
01:15		63	522			76	564				
01:30		68	601			64	622				
01:45		75	559	278	2228	62	594	283	2332	561	4560
02:00		93	540			52	612				
02:15		73	549			60	598				
02:30		71	590			57	604				
02:45		72	664	309	2343	68	570	237	2384	546	4727
03:00		70	580			79	602				
03:15		84	617			52	603				
03:30		130	612			77	567				
03:45		134	551	418	2360	85	583	293	2355	711	4715
04:00		132	646			124	596				
04:15		144	603			140	555				
04:30		185	627			153	578				
04:45		211	575	672	2451	228	465	645	2194	1317	4645
05:00		148	619			196	568				
05:15		223	584			255	464				
05:30		245	635			306	488				
05:45		300	636	916	2474	295	471	1052	1991	1968	4465
06:00		244	569			336	469				
06:15		249	617			361	542				
06:30		332	624			445	533				
06:45		382	613	1207	2423	527	523	1669	2067	2876	4490
07:00		393	585			519	522				
07:15		460	544			605	480				
07:30		519	595			652	532				
07:45		475	556	1847	2280	625	472	2401	2006	4248	4286
08:00		480	497			562	497				
08:15		471	472			528	466				
08:30		552	497			511	463				
08:45		462	457	1965	1923	490	371	2091	1797	4056	3720
09:00		481	464			512	478				
09:15		436	396			472	412				
09:30		475	362			497	370				
09:45		512	369	1904	1591	481	377	1962	1637	3866	3228
10:00		508	377			468	355				
10:15		470	271			445	330				
10:30		526	294			459	255				
10:45		546	268	2050	1210	532	283	1904	1223	3954	2433
11:00		513	248			519	278				
11:15		530	212			457	228				
11:30		606	172			528	204				
11:45		591	204	2239	836	538	211	2042	921	4281	1757
Total		14188	24506	14188	24506	14909	23199	14909	23199	29097	47705
Combined Total		38694		38694		38108		38108		76802	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	2239	-	-	-	2444	-	-	-	-	-
P.H.F.	-	0.925	-	-	-	0.937	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	2474	-	-	-	2426	-	-	-	-
P.H.F.	-	-	0.957	-	-	-	0.975	-	-	-	-
Percentage		36.7%	63.3%			39.1%	60.9%				
ADT/AADT		ADT 76,802	AADT 76,802								

Counts Unlimited, Inc

City of South Gate
 Garfield Avenue
 B/ Imperial Highway - Roosevelt Avenue
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE019
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	129			7	117				
12:15		9	112			16	111				
12:30		8	118			7	106				
12:45		4	128	30	487	8	123	38	457	68	944
01:00		9	102			12	97				
01:15		9	117			6	94				
01:30		6	120			6	113				
01:45		7	124	31	463	4	113	28	417	59	880
02:00		7	135			9	97				
02:15		3	130			4	105				
02:30		5	134			6	148				
02:45		2	153	17	552	3	135	22	485	39	1037
03:00		1	166			7	146				
03:15		7	137			10	160				
03:30		6	156			14	189				
03:45		16	153	30	612	12	147	43	642	73	1254
04:00		12	152			11	187				
04:15		16	150			11	117				
04:30		19	145			22	143				
04:45		26	129	73	576	29	166	73	613	146	1189
05:00		23	159			46	150				
05:15		44	134			29	151				
05:30		48	145			39	131				
05:45		56	145	171	583	51	149	165	581	336	1164
06:00		52	139			47	129				
06:15		78	112			77	113				
06:30		105	123			75	106				
06:45		133	97	368	471	100	89	299	437	667	908
07:00		174	71			100	80				
07:15		238	84			117	87				
07:30		262	55			144	69				
07:45		173	45	847	255	170	54	531	290	1378	545
08:00		184	46			130	70				
08:15		200	36			158	54				
08:30		156	39			110	30				
08:45		114	39	654	160	97	53	495	207	1149	367
09:00		100	40			90	26				
09:15		88	32			90	45				
09:30		94	28			100	26				
09:45		91	33	373	133	95	35	375	132	748	265
10:00		90	30			100	36				
10:15		93	31			96	27				
10:30		105	10			81	34				
10:45		87	14	375	85	87	22	364	119	739	204
11:00		118	14			109	17				
11:15		98	19			78	16				
11:30		92	15			96	15				
11:45		125	17	433	65	108	9	391	57	824	122
Total		3402	4442	3402	4442	2824	4437	2824	4437	6226	8879
Combined Total		7844		7844		7261		7261		15105	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	857	-	-	-	602	-	-	-	-	-
P.H.F.	-	0.818	-	-	-	0.885	-	-	-	-	-
PM Peak	-	-	02:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	612	-	-	-	683	-	-	-	-
P.H.F.	-	-	0.922	-	-	-	0.903	-	-	-	-
Percentage		43.4%	56.6%			38.9%	61.1%				
ADT/AADT		ADT 15,105		AADT 15,105							

Counts Unlimited, Inc

City of South Gate
 Garfield Avenue
 B/ Roosevelt Avenue - South City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE020
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	149			10	117				
12:15		8	149			16	106				
12:30		12	150			6	116				
12:45		4	150	33	598	5	113	37	452	70	1050
01:00		16	134			7	101				
01:15		11	150			8	96				
01:30		4	160			8	115				
01:45		11	141	42	585	3	101	26	413	68	998
02:00		7	168			10	108				
02:15		5	165			5	119				
02:30		7	163			9	131				
02:45		2	188	21	684	4	144	28	502	49	1186
03:00		3	204			8	170				
03:15		8	165			12	166				
03:30		10	169			23	180				
03:45		16	177	37	715	15	155	58	671	95	1386
04:00		21	177			20	196				
04:15		20	176			20	124				
04:30		23	181			36	155				
04:45		24	177	88	711	35	166	111	641	199	1352
05:00		26	162			61	139				
05:15		51	157			55	153				
05:30		52	155			56	140				
05:45		62	177	191	651	65	141	237	573	428	1224
06:00		56	151			58	128				
06:15		86	149			95	120				
06:30		124	151			96	99				
06:45		121	100	387	551	108	78	357	425	744	976
07:00		206	86			120	82				
07:15		247	87			144	73				
07:30		285	72			155	60				
07:45		202	63	940	308	167	47	586	262	1526	570
08:00		253	48			144	61				
08:15		224	50			166	67				
08:30		190	48			120	40				
08:45		136	49	803	195	92	46	522	214	1325	409
09:00		125	45			102	30				
09:15		110	35			99	45				
09:30		112	41			96	24				
09:45		103	39	450	160	100	43	397	142	847	302
10:00		112	33			107	42				
10:15		112	35			103	24				
10:30		135	26			93	30				
10:45		100	22	459	116	85	21	388	117	847	233
11:00		137	23			109	24				
11:15		105	26			95	9				
11:30		122	19			103	18				
11:45		136	23	500	91	91	15	398	66	898	157
Total		3951	5365	3951	5365	3145	4478	3145	4478	7096	9843
Combined Total		9316		9316		7623		7623		16939	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	987	-	-	-	632	-	-	-	-	-
P.H.F.	-	0.866	-	-	-	0.946	-	-	-	-	-
PM Peak	-	-	02:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	726	-	-	-	697	-	-	-	-
P.H.F.	-	-	0.890	-	-	-	0.889	-	-	-	-
Percentage		42.4%	57.6%			41.3%	58.7%				
ADT/AADT		ADT 16,939	AADT 16,939								

80

Counts Unlimited, Inc

City of South Gate
 Imperial Highway
 B/ West City Limit - East City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE021
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		41	280			87	336				
12:15		54	320			41	367				
12:30		43	310			48	327				
12:45		36	368	174	1278	47	336	223	1366	397	2644
01:00		38	331			47	322				
01:15		27	364			50	333				
01:30		25	383			26	365				
01:45		30	427	120	1505	35	319	158	1339	278	2844
02:00		17	409			23	363				
02:15		27	445			29	329				
02:30		23	495			19	435				
02:45		31	386	98	1735	26	413	97	1540	195	3275
03:00		24	431			21	474				
03:15		29	478			20	483				
03:30		48	474			44	500				
03:45		62	546	163	1929	40	503	125	1960	288	3889
04:00		50	501			55	495				
04:15		66	523			54	432				
04:30		95	567			89	475				
04:45		115	488	326	2079	116	481	314	1883	640	3962
05:00		79	499			106	461				
05:15		126	541			142	459				
05:30		192	527			210	460				
05:45		236	512	633	2079	201	470	659	1850	1292	3929
06:00		190	434			245	387				
06:15		239	434			303	403				
06:30		321	421			374	309				
06:45		355	404	1105	1693	419	347	1341	1446	2446	3139
07:00		384	307			480	272				
07:15		449	311			517	260				
07:30		472	274			600	277				
07:45		485	239	1790	1131	563	247	2160	1056	3950	2187
08:00		388	228			473	216				
08:15		417	208			397	203				
08:30		347	167			395	185				
08:45		370	158	1522	761	336	205	1601	809	3123	1570
09:00		278	151			335	151				
09:15		287	141			264	159				
09:30		325	141			270	170				
09:45		274	135	1164	568	271	118	1140	598	2304	1166
10:00		272	114			268	152				
10:15		317	101			294	115				
10:30		282	93			297	125				
10:45		318	90	1189	398	311	88	1170	480	2359	878
11:00		289	64			312	91				
11:15		295	74			307	90				
11:30		291	52			318	79				
11:45		302	52	1177	242	263	75	1200	335	2377	577
Total		9461	15398	9461	15398	10188	14662	10188	14662	19649	30060
Combined Total		24859		24859		24850		24850		49709	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	1794	-	-	-	2160	-	-	-	-	-
P.H.F.	-	0.925	-	-	-	0.900	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	2137	-	-	-	1981	-	-	-	-
P.H.F.	-	-	0.942	-	-	-	0.985	-	-	-	-
Percentage		38.1%	61.9%			41.0%	59.0%				
ADT/AADT		ADT 49,709		AADT 49,709							

Counts Unlimited, Inc

City of South Gate
 Otis Street
 B/ North City Limit - Firestone Boulevard
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE029
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	77			16	76				
12:15		11	83			6	79				
12:30		7	97			9	71				
12:45		8	82	33	339	8	85	39	311	72	650
01:00		7	110			8	75				
01:15		5	106			6	84				
01:30		5	106			7	93				
01:45		3	99	20	421	6	65	27	317	47	738
02:00		4	91			6	0				
02:15		3	95			4	0				
02:30		7	94			9	0				
02:45		6	109	20	389	6	0	25	0	45	389
03:00		8	136			7	0				
03:15		10	128			10	0				
03:30		12	137			15	0				
03:45		13	127	43	528	20	0	52	0	95	528
04:00		12	126			10	0				
04:15		21	94			10	37				
04:30		23	119			20	140				
04:45		32	130	88	469	19	111	59	288	147	757
05:00		29	96			17	123				
05:15		26	101			18	124				
05:30		39	128			21	120				
05:45		44	106	138	431	34	114	90	481	228	912
06:00		30	105			35	123				
06:15		64	111			38	124				
06:30		55	87			41	83				
06:45		79	98	228	401	72	77	186	407	414	808
07:00		93	89			73	85				
07:15		122	88			78	70				
07:30		134	66			115	58				
07:45		112	56	461	299	125	53	391	266	852	565
08:00		121	56			93	51				
08:15		106	57			85	44				
08:30		101	59			79	38				
08:45		89	54	417	226	69	42	326	175	743	401
09:00		58	44			65	42				
09:15		70	40			56	43				
09:30		64	32			62	41				
09:45		76	38	268	154	55	38	238	164	506	318
10:00		75	31			71	38				
10:15		83	40			56	29				
10:30		74	27			60	27				
10:45		58	23	290	121	54	27	241	121	531	242
11:00		70	13			56	29				
11:15		87	15			57	10				
11:30		82	11			66	16				
11:45		69	11	308	50	61	12	240	67	548	117
Total		2314	3828	2314	3828	1914	2597	1914	2597	4228	6425
Combined Total		6142		6142		4511		4511		10653	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	489	-	-	-	418	-	-	-	-	-
P.H.F.	-	0.912	-	-	-	0.836	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	528	-	-	-	498	-	-	-	-
P.H.F.	-	-	0.964	-	-	-	0.889	-	-	-	-
Percentage		37.7%	62.3%			42.4%	57.6%				
ADT/AADT		ADT 10,653	AADT 10,653								

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Counts Unlimited, Inc

City of South Gate
 Otis Street
 B/ Firestone Boulevard - Tweedy Boulevard
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE030
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	75			9	110				
12:15		16	101			10	94				
12:30		7	73			6	97				
12:45		9	92	39	341	3	100	28	401	67	742
01:00		5	93			4	96				
01:15		4	112			6	113				
01:30		7	111			3	143				
01:45		4	110	20	426	1	99	14	451	34	877
02:00		2	92			4	118				
02:15		5	110			6	101				
02:30		5	86			4	109				
02:45		6	137	18	425	2	125	16	453	34	878
03:00		5	138			3	173				
03:15		5	120			6	135				
03:30		7	103			13	155				
03:45		10	132	27	493	15	130	37	593	64	1086
04:00		8	103			9	133				
04:15		8	104			15	150				
04:30		26	135			22	137				
04:45		15	123	57	465	23	138	69	558	126	1023
05:00		14	135			20	153				
05:15		21	137			34	142				
05:30		20	119			36	135				
05:45		32	104	87	495	42	143	132	573	219	1068
06:00		26	128			36	154				
06:15		34	103			52	109				
06:30		44	119			64	101				
06:45		69	89	173	439	65	102	217	466	390	905
07:00		77	84			81	92				
07:15		119	97			119	95				
07:30		175	88			141	76				
07:45		143	68	514	337	174	67	515	330	1029	667
08:00		103	53			128	69				
08:15		106	57			138	47				
08:30		62	69			109	41				
08:45		68	57	339	236	93	58	468	215	807	451
09:00		59	56			77	37				
09:15		61	29			86	46				
09:30		63	31			93	34				
09:45		83	29	266	145	101	44	357	161	623	306
10:00		75	43			77	35				
10:15		64	25			82	23				
10:30		78	25			87	24				
10:45		61	18	278	111	89	21	335	103	613	214
11:00		72	21			97	13				
11:15		81	18			86	15				
11:30		74	12			95	13				
11:45		66	7	293	58	81	13	359	54	652	112
Total		2111	3971	2111	3971	2547	4358	2547	4358	4658	8329
Combined Total		6082		6082		6905		6905		12987	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	540	-	-	-	581	-	-	-	-	-
P.H.F.	-	0.771	-	-	-	0.835	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	530	-	-	-	593	-	-	-	-
P.H.F.	-	-	0.960	-	-	-	0.857	-	-	-	-
Percentage		34.7%	65.3%			36.9%	63.1%				
ADT/AADT		ADT 12,987	AADT 12,987								

Counts Unlimited, Inc

City of South Gate
 Paramount Boulevard
 B/ North City Limit - South City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE032
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		32	201			43	184				
12:15		29	232			14	214				
12:30		17	223			29	190				
12:45		19	207	97	863	13	173	99	761	196	1624
01:00		11	220			14	185				
01:15		14	214			15	193				
01:30		18	249			18	180				
01:45		11	222	54	905	14	174	61	732	115	1637
02:00		11	205			16	189				
02:15		16	266			11	195				
02:30		14	283			17	210				
02:45		12	277	53	1031	13	216	57	810	110	1841
03:00		15	262			12	211				
03:15		10	253			23	246				
03:30		24	283			23	263				
03:45		25	301	74	1099	24	261	82	981	156	2080
04:00		20	293			29	259				
04:15		17	266			55	278				
04:30		46	285			76	227				
04:45		60	289	143	1133	84	241	244	1005	387	2138
05:00		29	296			81	273				
05:15		45	311			108	284				
05:30		73	328			139	264				
05:45		86	298	233	1233	142	210	470	1031	703	2264
06:00		82	240			178	216				
06:15		118	261			160	197				
06:30		185	252			214	184				
06:45		218	220	603	973	207	153	759	750	1362	1723
07:00		232	202			266	171				
07:15		267	194			256	159				
07:30		313	165			280	127				
07:45		335	149	1147	710	295	130	1097	587	2244	1297
08:00		277	134			282	149				
08:15		269	125			210	117				
08:30		258	121			245	93				
08:45		231	106	1035	486	193	112	930	471	1965	957
09:00		210	106			200	80				
09:15		162	94			168	100				
09:30		149	84			196	82				
09:45		182	82	703	366	228	83	792	345	1495	711
10:00		183	81			168	98				
10:15		191	80			231	72				
10:30		167	70			204	63				
10:45		192	45	733	276	177	47	780	280	1513	556
11:00		169	54			171	39				
11:15		194	44			193	36				
11:30		169	42			190	42				
11:45		203	32	735	172	195	25	749	142	1484	314
Total		5610	9247	5610	9247	6120	7895	6120	7895	11730	17142
Combined Total		14857		14857		14015		14015		28872	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1194	-	-	-	1113	-	-	-	-	-
P.H.F.	-	0.891	-	-	-	0.943	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	1233	-	-	-	1062	-	-	-	-
P.H.F.	-	-	0.940	-	-	-	0.935	-	-	-	-
Percentage		37.8%	62.2%			43.7%	56.3%				
ADT/AADT		ADT 28,872		AADT 28,872							

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Counts Unlimited, Inc

City of South Gate
 Rayo Avenue
 B/ Firestone Boulevard - South City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE033
 Site Code: 231-21635

Start Time	11/9/2021 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	117			18	79				
12:15		11	108			10	102				
12:30		7	116			11	87				
12:45		11	131	35	472	9	83	48	351	83	823
01:00		5	133			9	93				
01:15		5	121			5	84				
01:30		5	159			6	95				
01:45		9	154	24	567	7	83	27	355	51	922
02:00		10	130			7	107				
02:15		6	124			11	91				
02:30		14	142			5	98				
02:45		9	123	39	519	9	103	32	399	71	918
03:00		18	118			6	102				
03:15		20	145			10	121				
03:30		16	178			11	98				
03:45		28	172	82	613	7	105	34	426	116	1039
04:00		27	162			9	92				
04:15		28	177			9	112				
04:30		57	156			10	86				
04:45		65	147	177	642	18	90	46	380	223	1022
05:00		63	154			14	110				
05:15		77	162			17	105				
05:30		90	120			19	98				
05:45		91	127	321	563	31	83	81	396	402	959
06:00		84	149			17	107				
06:15		103	131			33	96				
06:30		148	120			47	94				
06:45		166	97	501	497	54	103	151	400	652	897
07:00		173	116			62	87				
07:15		198	97			78	76				
07:30		185	80			84	86				
07:45		155	76	711	369	103	84	327	333	1038	702
08:00		172	85			77	67				
08:15		181	43			76	78				
08:30		156	71			57	47				
08:45		125	66	634	265	80	59	290	251	924	516
09:00		111	47			59	43				
09:15		101	59			57	50				
09:30		132	36			74	40				
09:45		150	41	494	183	79	42	269	175	763	358
10:00		153	44			96	40				
10:15		151	40			78	31				
10:30		112	20			89	35				
10:45		129	20	545	124	61	18	324	124	869	248
11:00		155	19			83	19				
11:15		145	11			70	33				
11:30		119	13			106	20				
11:45		104	8	523	51	98	12	357	84	880	135
Total		4086	4865	4086	4865	1986	3674	1986	3674	6072	8539
Combined Total		8951		8951		5660		5660		14611	
AM Peak	-	06:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	722	-	-	-	357	-	-	-	-	-
P.H.F.	-	0.912	-	-	-	0.842	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	689	-	-	-	426	-	-	-	-
P.H.F.	-	-	0.968	-	-	-	0.880	-	-	-	-
Percentage		45.6%	54.4%			35.1%	64.9%				
ADT/AADT		ADT 14,611	AADT 14,611								

Counts Unlimited, Inc

City of South Gate
 Wright Road
 B/ Atlantic Avenue - South City Limit
 24 Hour Directional Volume Counts

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SGE049
 Site Code: 231-21635

Start Time	12/16/2021 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		34	122			15	88				
12:15		13	134			15	85				
12:30		26	159			17	88				
12:45		18	128	91	543	9	92	56	353	147	896
01:00		11	162			5	103				
01:15		29	136			8	103				
01:30		12	146			12	80				
01:45		19	155	71	599	10	84	35	370	106	969
02:00		12	138			7	97				
02:15		11	142			9	106				
02:30		9	167			5	113				
02:45		17	165	49	612	17	121	38	437	87	1049
03:00		15	138			9	113				
03:15		13	162			13	91				
03:30		17	147			27	122				
03:45		13	161	58	608	37	98	86	424	144	1032
04:00		16	151			30	121				
04:15		19	158			33	113				
04:30		19	120			55	123				
04:45		34	151	88	580	39	117	157	474	245	1054
05:00		30	130			42	140				
05:15		21	140			55	122				
05:30		36	164			69	104				
05:45		40	151	127	585	66	96	232	462	359	1047
06:00		39	159			59	122				
06:15		65	122			68	102				
06:30		82	136			74	85				
06:45		154	150	340	567	73	77	274	386	614	953
07:00		118	107			65	79				
07:15		162	124			70	77				
07:30		173	109			78	67				
07:45		138	100	581	440	76	52	289	275	870	715
08:00		157	120			80	54				
08:15		131	105			92	55				
08:30		70	82			103	70				
08:45		113	75	471	382	60	53	335	232	806	614
09:00		118	72			79	50				
09:15		105	70			77	59				
09:30		105	75			71	54				
09:45		119	70	447	287	54	46	281	209	728	496
10:00		125	66			73	46				
10:15		109	64			69	27				
10:30		123	48			80	30				
10:45		159	52	516	230	86	26	308	129	824	359
11:00		120	51			81	19				
11:15		118	51			76	26				
11:30		121	29			99	26				
11:45		125	38	484	169	96	23	352	94	836	263
Total		3323	5602	3323	5602	2443	3845	2443	3845	5766	9447
Combined Total		8925		8925		6288		6288		15213	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	620	-	-	-	352	-	-	-	-	-
P.H.F.	-	0.896	-	-	-	0.854	-	-	-	-	-
PM Peak	-	-	02:30	-	-	-	04:30	-	-	-	-
Vol.	-	-	632	-	-	-	502	-	-	-	-
P.H.F.	-	-	0.946	-	-	-	0.896	-	-	-	-
Percentage		37.2%	62.8%			38.9%	61.1%				
ADT/AADT		ADT 15,213		AADT 15,213							



Appendix E

Speed Gun Calibration Certification





TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

16202 Keats Circle
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 9-3-20	Certification Number 75552				
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (I-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Counting unit S/N 040495	Antenna-1 S/N 037445	Antenna-2 S/N			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 318209	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS FAIL
		High speed fork S/N 001001	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS FAIL
	Stationary mode	Fork speed (mph)	25	40			
		Disp. Speed (mph)	25	40			
	Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15			
	Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph) 65 15	Displayed. (mph) 65 15			
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz			PASS FAIL
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz			
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz/N/A			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) 0.9	Antenna 2 Power (mW/cm)			PASS FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 8.1	LVA deactivates (V) 9.0			PASS FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No				PASS FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar B. Selects only targets moving away from radar	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A. <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.				PASS FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS FAIL
			Hi speed spec. 200	Hi speed disp. 200			
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20			
			Hi speed spec. 200(C)	Hi speed disp. 200			
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15			
			Hi speed spec. 79	Hi speed disp. 79			
12	§ 2.13 / § 5.13 RFI TEST						PASS FAIL
13	LABORATORY COMMENTS						
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL					
		Certified by: Robert Friesen	Date: 9-3-20				
15	INVENTORY	<input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 nd Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Battery	<input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list)				



TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

16202 Keats Circle
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 9-3-20	Certification Number 75553						
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (1-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
		Counting unit S/N 073555	Antenna-1 S/N 036149	Antenna-2 S/N					
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 213395	Last date calib.	Freq. (Hz)	Speed (mph) 25	Measured (Hz) 2617	PASS	FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork		High fork		PASS	FAIL
				Fork speed (mph)	25	40			
				Disp. Speed (mph)	25	40			
		Moving mode Opposite Direction		TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15			
		Moving mode Same Direction		TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65			
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz	PASS	FAIL			
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz N/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm)	PASS	FAIL			
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 8.0	LVA deactivates (V) 8.9	PASS	FAIL			
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		PASS	FAIL		
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS		PASS	FAIL			
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar B. Selects only targets moving away from radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A. <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		PASS	FAIL		
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)		Low speed spec. 12	Lo speed disp. 12	PASS	FAIL		
				Hi speed spec. 200	Hi speed disp. 200				
		Moving Mode target channel (mph)		Low speed spec. 20	Lo speed disp. 20				
				Hi speed spec. 200(C)	Hi speed disp. 200				
		Moving Mode: patrol channel (mph)		Low speed spec. 15	Lo speed disp. 15				
				Hi speed spec. 79	Hi speed disp. 79				
12	§ 2.13 / § 5.13 RFI TEST					PASS	FAIL		
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL							
		Certified by: Robert Friesen		Date: 9-3-20					
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery			
		<input type="checkbox"/> Carrying Case		<input type="checkbox"/> Other: (please list)					



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1	TEST ID	Date Received	9-3-20		Certification Number	76554						
2	DEVICE ID	Make	Applied Concepts	Model	Stalker-Dual SL or DSR	Type (1-IV)	IV	Directional radar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction	<input type="checkbox"/> Yes <input type="checkbox"/> No	
		Counting unit S/N	043747	Antenna-1 S/N	051916	Antenna-2 S/N						
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N		Last date calib.		Freq. (Hz)		Speed (mph)		Measured (Hz)	PASS	FAIL
		High speed fork S/N		Last date calib.		Freq. (Hz)		Speed (mph)		Measured (Hz)		
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork		High fork				PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40							
			Disp. Speed (mph)	25	40							
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15							
	Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65								
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V)	13.6 V	Antenna 1 Freq. GHz	34.704	Antenna 2 Freq. GHz				PASS	FAIL	
		Standard supply Voltage - 20% (V)	10.8 V	Antenna 1 Freq. GHz	34.704	Antenna 2 Freq. GHz						
		Standard supply Voltage + 20% (V)	16.3 V	Antenna 1 Freq. GHz	34.704	Antenna 2 Freq. GHz	N/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm)	≤ 2	Antenna 1 Power (mW/cm)	.9	Antenna 2 Power (mW/cm)				PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V)	≤ 10.8	LVA activates (V)	7.6	LVA deactivates (V)	8.4			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		B. Functioning audio volume-adjustment control		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.	PASS	Test results	PASS				PASS	FAIL		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		B. Selects only targets moving away from radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		PASS	FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec.	12	Lo speed disp.	12			PASS	FAIL		
			Hi speed spec.	200	Hi speed disp.	200						
		Moving Mode target channel (mph)	Low speed spec.	20	Lo speed disp.	20						
			Hi speed spec.	200(C)	Hi speed disp.	200						
	Moving Mode: patrol channel (mph)	Low speed spec.	15	Lo speed disp.	15							
		Hi speed spec.	79	Hi speed disp.	79							
12	§ 2.13 / § 5.13 RFI TEST							PASS	FAIL			
13	LABORATORY COMMENTS											
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL										
		Certified by:		Robert Friesen				Date:		9-3-20		
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery						
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)									



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1	TEST ID	Date Received 9-3-20	Certification Number 75555					
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (I-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
		Counting unit S/N 040191	Antenna-1 S/N 031301	Antenna-2 S/N				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 213520	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)		
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork	High fork		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	
		Fork speed (mph)		25	40			
		Disp. Speed (mph)		25	40			
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15			
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph) 65 15	Displayed. (mph) 65 15			
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHz		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHz				
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHz N/A				
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm)		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 8.1	LVA deactivates (V) 9.0		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		
		B. Functioning audio volume-adjustment control		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL			
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		PASS	FAIL	
		B. Selects only targets moving away from radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.				
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12		<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		
			Hi speed spec. 200	Hi speed disp. 200				
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20				
			Hi speed spec. 200(C)	Hi speed disp. 200				
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15				
			Hi speed spec. 79	Hi speed disp. 79				
12	§ 2.13 / § 5.13 RFI TEST						<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	
13	LABORATORY COMMENTS							
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802					<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	
		Certified by: Robert L. Sorensen			Date: 9-3-20			
15	INVENTORY	<input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 nd Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Battery <input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list)						



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1	TEST ID	Date Received 9-3-20	Certification Number 75556					
2	DEVICE ID	Make Applied Concepts Counting unit S/N 043351	Model Stalker-Dual SL or DSR	Type (I-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 318210	Last date calib.	Freq. (Hz)	Speed (mph) 40	Measured (Hz) 416.7	PASS FAIL	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork		High fork		
		Fork speed (mph)		25		40		
		Disp. Speed (mph)		25		40		
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph)	15	Displayed. (mph)	15	PASS FAIL
Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph)	65 15	Displayed. (mph)	65 15			
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V)	13.6 V	Antenna 1 Freq. GHz	34.714	Antenna 2 Freq. GHz		
		Standard supply Voltage - 20% (V)	10.8 V	Antenna 1 Freq. GHz	34.714	Antenna 2 Freq. GHz	PASS FAIL	
		Standard supply voltage + 20% (V)	16.3 V	Antenna 1 Freq. GHz	34.714	Antenna 2 Freq. GHz/N/A		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm)	≤ 2	Antenna 1 Power (mW/cm)	.9	Antenna 2 Power (mW/cm)	PASS FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V)	≤ 10.8	LVA activates (V)	7.8	LVA deactivates (V)	8.5 PASS FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			PASS FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar B. Selects only targets moving away from radar		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A. <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		PASS	FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)		Low speed spec.	12	Lo speed disp.	12	
				Hi speed spec.	200	Hi speed disp.	200	
		Moving Mode target channel (mph)		Low speed spec.	20	Lo speed disp.	20	PASS FAIL
				Hi speed spec.	200(C)	Hi speed disp.	200	
Moving Mode: patrol channel (mph)		Low speed spec.	15	Lo speed disp.	15			
		Hi speed spec.	79	Hi speed disp.	79			
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL
13	LABORATORY COMMENTS							
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL						
		Certified by: <i>Robert Friesen</i>			Date: 9-3-20			
15	INVENTORY	<input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 nd Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Battery <input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list)						



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1	TEST ID	Date Received 9-3-20	Certification Number 75559				
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (1-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Counting unit S/N DC082707	Antenna-1 S/N 030783	Antenna-2 S/N 031418			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 010825	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS FAIL
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Lo fork		High fork		PASS FAIL	
		Stationary mode	Fork speed (mph)	25	40		
			Disp. Speed (mph)	25	40		
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15		
	Moving mode Same Direction	TARGET SPEED (Hi fork + Lo fork)	Expected. (mph) 65	Displayed. (mph) 65			
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHz 34.717	PASS FAIL		
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHz 34.717			
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHz/N/A 34.717			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9	PASS FAIL		
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.8	LVA deactivates (V) 8.5	PASS FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			PASS FAIL		
		B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS		PASS FAIL		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.			PASS FAIL		
		B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.					
11	§ 2.12.7 / § 2.12.8 / § 5.12.7 / § 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12	PASS FAIL		
			Hi speed spec. 200	Hi speed disp. 200			
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20			
			Hi speed spec. 200(C)	Hi speed disp. 200			
	Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15				
			Hi speed spec. 79	Hi speed disp. 79			
12	§ 2.13 / § 5.13 RFI TEST				PASS FAIL		
13	LABORATORY COMMENTS						
14	NHTSA/IACP CERTIFICATION	<p><i>This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802</i> <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL</p> <p>Certified by: <i>Robert L. Lucien</i> Date: 9-3-20</p>					
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery	
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)				



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1	TEST ID	Date Received	9-3-20	Certification Number	75557		
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (1-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Counting unit S/N 045083	Antenna-1 S/N 036291	Antenna-2 S/N 036338			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 010826	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode	Fork speed (mph)	25	High fork	40	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
			Disp. Speed (mph)	25		40	
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15		
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph) 65 15	Displayed. (mph) 65 15		
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.711			<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.711			
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz N/A 34.711			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.7	LVA deactivates (V) 8.6			<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.			PASS <input type="checkbox"/> FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
			Hi speed spec. 200	Hi speed disp. 200			
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20			
			Hi speed spec. 200(C)	Hi speed disp. 200			
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15			
			Hi speed spec. 79	Hi speed disp. 79			
12	§ 2.13 / § 5.13 RFI TEST						<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL
13	LABORATORY COMMENTS						
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL					
		Certified by: Robert L. Frieen			Date: 9-3-20		
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery	
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)				



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1	TEST ID	Date Received	9-3-20	Certification Number	72558						
2	DEVICE ID	Make	Applied Concepts	Model	Stalker-Dual SL or DSR	Type (I-IV)	IV	Directional radar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		Counting unit S/N	0415 47	Antenna-1 S/N	0414 78	Antenna-2 S/N	0369 48				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N		Last date calib.		Freq. (Hz)		Speed (mph)		Measured (Hz)	
		High speed fork S/N	010 324	Last date calib.		Freq. (Hz)		Speed (mph)	55	Measured (Hz)	5719
										PASS	FAIL
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS					Lo fork		High fork			
		Stationary mode		Fork speed (mph)		25		40			
				Disp. Speed (mph)		25		40			
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph)	15			Displayed. (mph)	15		PASS
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph)	65 15			Displayed. (mph)	65 15		FAIL
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V)	13.6 V	Antenna 1 Freq. GHz	34.733	Antenna 2 Freq. GHz	34.717				PASS
		Standard supply Voltage - 20% (V)	10.8 V	Antenna 1 Freq. GHz	34.733	Antenna 2 Freq. GHz	34.717				FAIL
		Standard supply voltage + 20% (V)	16.3 V	Antenna 1 Freq. GHz	34.733	Antenna 2 Freq. GHz	N/A	34.717			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm)	≤ 2	Antenna 1 Power (mW/cm)	.9	Antenna 2 Power (mW/cm)	.9				PASS
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V)	≤ 10.8	LVA activates (V)	7.7	LVA deactivates (V)	8.6				PASS
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal						<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			PASS
		B. Functioning audio volume-adjustment control						<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec.	PASS	Test results				PASS			PASS
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar		<input type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> N.A.					PASS
		B. Selects only targets moving away from radar		<input type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> N.A.					FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)		Low speed spec.	12	Lo speed disp.	12				
				Hi speed spec.	200	Hi speed disp.	200				
		Moving Mode target channel (mph)		Low speed spec.	20	Lo speed disp.	20				PASS
				Hi speed spec.	200(C)	Hi speed disp.	200				FAIL
		Moving Mode: patrol channel (mph)		Low speed spec.	15	Lo speed disp.	15				
				Hi speed spec.	79	Hi speed disp.	79				
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL
13	LABORATORY COMMENTS										
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL									
		Certified by:	Robert Friesen				Date:	9-3-20			
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery					
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)								



TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

16202 Keats Circle
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 9-3-20	Certification Number 73561				
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (1-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Counting unit S/N 044861	Antenna-1 S/N 041489	Antenna-2 S/N 027034			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 010828	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS FAIL
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork	High fork		PASS FAIL
		Fork speed (mph)	25	40			
		Disp. Speed (mph)	25	40			
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15		
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65		
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHz 34.726	PASS FAIL		
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHz 34.726			
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHz N/A 34.726			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9	PASS FAIL		
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.7	LVA deactivates (V) 8.5	PASS FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		PASS FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		PASS FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12	PASS FAIL		
			Hi speed spec. 200	Hi speed disp. 200			
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20			
			Hi speed spec. 200(C)	Hi speed disp. 200			
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15			
			Hi speed spec. 79	Hi speed disp. 79			
12	§ 2.13 / § 5.13 RFI TEST	PASS FAIL					
13	LABORATORY COMMENTS						
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL					
		Certified by: Robert Friese			Date: 9-3-20		
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery	
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)				



TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
 (NHTSA) National Highway and Traffic Safety Administration.
 (IACP) International Association of Chiefs of Police.

16202 Keats Circle
 Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 9-3-20	Certification Number 13560						
2	DEVICE ID	Make Applied Concepts	Model Stalker-Dual SL or DSR	Type (1-IV) IV	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
		Counting unit S/N 049804	Antenna-1 S/N 026242	Antenna-2 S/N 042698	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 010827	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork	High fork		PASS	FAIL	
		Fork speed (mph)		25	40				
		Disp. Speed (mph)		25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 15	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph) 65 15	Displayed. (mph) 65 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHz 34.701			PASS	FAIL	
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHz 34.701					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHz/N/A 34.701					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.9	LVA deactivates (V) 8.5			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.		B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.			PASS	FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20					
			Hi speed spec. 200(C)	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15					
			Hi speed spec. 79	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	<i>This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802</i> <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL							
		Certified by: Robert L. Pruden			Date: 9-3-20				
15	INVENTORY	<input type="checkbox"/> Fork Cert	<input type="checkbox"/> Manual	<input type="checkbox"/> 2 nd Ant.	<input type="checkbox"/> Remote	<input type="checkbox"/> Battery			
		<input type="checkbox"/> Carrying Case	<input type="checkbox"/> Other: (please list)						



This Is To Certify That

Matthew Hilliard

Has successfully completed the 32 hour
P.O.S.T. certified Radar Operator Course,
conducted by the Los Angeles Police Department
July 26 through July 29, 2011,
in the City of Los Angeles

Randie Martinez
RANDIE MARTINEZ, Officer
Department Radar/Laser Coordinator

Sean Karmody
SEAN KARMODY, Sergeant
Officer in Charge, Traffic Coordination Section

Decatur Electronics, Inc. *Decatur, IL*

ABE F. CAMPOS
(Name and Title)

of _____
COUNTS UNLIMITED
(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 _____
Date *Craig Sankel*
Training Representative
Decatur Electronics • Decatur, Illinois

Decatur Electronics, Inc. *Decatur, IL*

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9/14/99 _____
Date *Craig Sankel*
Training Representative
Decatur Electronics • Decatur, Illinois

Abe Campos

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th 2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Jaime Beltran

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th 2017

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Ruby Gomez

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: _____

George Maglaras

Date: March 4th & 5th 2017

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Loreto Beltran

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Rachel Campos

**Attended a 2 day course
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Kim Sanford

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Rob Harvick

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Christine Duron

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Kris Campos

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Chris Sterig

Attended a 2 day course
For daily testing and operation of Police RADAR:

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Luis Ramirez

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th 2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor *
Total Station Mapping Instructor
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Kirk Harris

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

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Approved: George Maglaras Date: March 4th & 5th 2017

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State of California

VEHICLE CODE

Section 40802

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 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 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 objects. 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. When a street or road does not appear on the “California Road System Maps,” it may 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.

(c) (1) When all of 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 Highway Traffic 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 the 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, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

(Amended by Stats. 2017, Ch. 397, Sec. 9. (SB 810) Effective January 1, 2018.)



Assembly Bill No. 43

CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[Approved by Governor October 8, 2021. Filed with Secretary of State October 8, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as

specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

The people of the State of California do enact as follows:

SECTION 1. Section 627 of the Vehicle Code is amended to read:

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 or 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.

SEC. 2. Section 21400 of the Vehicle Code is amended to read:

21400. (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

SEC. 3. Section 22352 of the Vehicle Code is amended to read:

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 the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson 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, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

SEC. 4. Section 22354 of the Vehicle Code is amended to read:

22354. (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles

per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 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 speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 5. Section 22358 of the Vehicle Code is amended to read:

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 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.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:

22358.6. The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:

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) The portion of 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.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual

on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) 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.

(d) 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.

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

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 current speed limit or restore the immediately 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.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current 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.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

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 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 or 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 Sections 22358.7 and 22358.8.

(d) 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.

SEC. 10. Section 40802 of the Vehicle Code is amended to read:

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 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 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 objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(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 of 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 Highway Traffic 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:

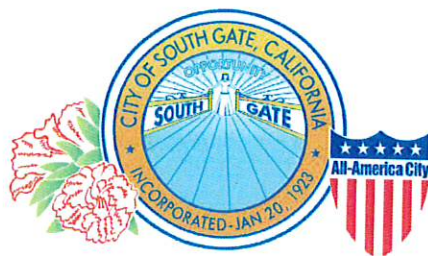
(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(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 the 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, or business activity district.



Certified Extension
of the
Citywide Engineering and Traffic Survey
for the
City of South Gate

For the determination of safe and reasonable speed zoning as required by Section 22358 and 40802 of the California Vehicle Code (CVC), as defined by Section 627 of the CVC and in accordance with Section 2B.13 of the California Manual on Uniform Traffic Control Devices (CAMUTCD), the previous 2012 Citywide Engineering and Traffic Survey (E&TS) was performed to verify or modify speed zones on public streets in the City of South Gate.

A new citywide traffic volume count program was conducted in 2021 to identify the need to update the posted speed limits, based on any evident changes in traffic volume conditions since the 2012 survey.

The 34 speed zone segments surveyed as part of the City of South Gates' 2012 Citywide Engineering and Traffic Survey shall be deemed valid for four (4) years in compliance with Assembly Bill 43 (AB 43) effective January 1, 2022. In order to comply with the California Vehicle Code (CVC) Section 40802, this certified extension of the E&TS shall be conditional on the case-by-case basis requirement that 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 – with two (2) additional training hours for LIDAR use and that 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 Highway Traffic Safety Administration (NHTSA), and has been calibrated within the three (3) years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

I hereby certify that the City of South Gates' 2012 Citywide Engineering and Traffic Survey was reviewed by a Professional Engineer, and, notwithstanding the above proposed amendment to the City's adopted posted speed limit zones, confirm that no significant changes in roadway and traffic conditions have occurred to any of the 34 speed zone segments. Factors considered in the analysis included, but were not limited to, changes in adjoining property or land use and roadway

width, since the original study preparation date. The City of South Gates' 2012 Citywide E&TS is therefore found to be in compliance with CVC 40802, and valid for fourteen (14) years from the original survey date.

The approval of these speed limits by City Council will initiate a new speed limit radar enforcement period for the next four (4) years, valid until January 17, 2026.



Fred Minagar, MS, RCE, PE, FITE, PE#C53466
Project Manager, Minagar & Associates, Inc.

Date: January 17, 2022

JAN 19 2022

10:19 AM

City of South Gate

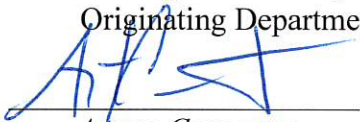
CITY COUNCIL

AGENDA BILL

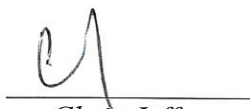
For the Regular Meeting of: January 25, 2022

Originating Department: Public Works

Department Director:


Arturo Cervantes

Interim City Manager:


Chris Jeffers

SUBJECT: RECEIVE AND FILE THE ATLANTIC CORRIDOR COMPLETE STREET EVALUATION AND MASTER PLAN

PURPOSE: The Gateway Council of Governments (COG) has prepared the Atlantic Corridor Complete Street Evaluation and Master Plan (Atlantic Study) with a goal of developing an attractive, livable and pedestrian and bike friendly environment that operates effectively and efficiently with all modes of transportation along Atlantic Avenue within the Gateway COG's region. Gateway COG representatives will provide a presentation to the City Council of the completed study.

RECOMMENDED ACTIONS: The City Council will consider receiving and filing the Atlantic Corridor Complete Street Evaluation and Master Plan report.

FISCAL IMPACT: There is no fiscal impact to the General Fund. The Atlantic Study recommends various improvements within the City and estimated their cost to be \$24.5 million. The City could implement the improvements in a variety of ways such as through transportation and grant funded capital projects or through conditions of approval on future developments.

ANALYSIS: The Gateway Council of Government is developing several complete street studies within the Gateway region, two of which overlay the City on Atlantic Avenue and Imperial Highway. The studies are developed in collaboration with elected officials and city staff through a Gateway Policy Board and a Technical Advisory Committee. This collaboration provides a framework for the cities to guide the planning effort while the COG prepares the studies. The Atlantic Study was completed in September of 2019 with participation from the Public Works Department, Engineering Division and was approved by the Gateway Policy Committee on September 29, 2021 (Council Member Maria Davila is a part of this Committee).

BACKGROUND: The Atlantic Study is a planning document that provides for a complete streets concept proposed to be uniformly implemented by participating cities from the State Route 60 in the County of Los Angeles to Ocean Boulevard in the City of Long Beach (Corridor). It includes the County of Los Angeles, and the cities of Vernon, Commerce, Maywood, Bell, Cudahy, South Gate, Lynwood, Compton, and Long Beach.

The goal of the Atlantic Study is to identify opportunities to revitalize the Corridor with a pedestrian and bike friendly environment that both operates effectively with all modes of transportation and enhances community access and connectivity among the various agencies. The study contains a toolbox of complete streets elements that cities can use as a strategy to achieve this goal. The toolbox proposes elements such as bike facilities, pedestrian and transit infrastructure improvements and water quality measures.

The Atlantic Study provides each City with a sample complete streets strategy and its order of magnitude cost estimate which combine for \$501 million. In the City of South Gate, the sample segment focused on Atlantic Avenue from Michigan Avenue to Tweedy Boulevard. It envisions features such as stormwater treatment, pavement improvements, hardscape improvements, traffic signal modifications, bike amenities, street light replacement to LED. The estimated cost of the improvements would be \$24.5 million if they are installed from the north to south City limits.

The study is the third master plan developed by the Gateway Council of Governments. Currently, the Imperial Highway Completed Street Project is under development which also overlays the City.

ATTACHMENT: Atlantic Corridor Complete Street Evaluation and Master Plan

GD:lc



GATEWAY CITIES

City of Gainesville, Florida



ATLANTIC CORRIDOR COMPLETE STREET EVALUATION AND MASTER PLAN



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1 INTRODUCTION

1.1 Project Goals and Objectives

This report is intended to serve as a guide for implementation of the Atlantic Corridor Complete Street Corridor (Corridor) project. The concepts presented in this report will create a more attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation along the Atlantic Corridor within the Gateway Cities.

The goal of this project is to improve the Corridor by promoting a balanced, comprehensive multimodal transportation system in an effort to enhance sustainability of the communities that it serves and to address local and regional transportation needs. The concepts included in this Complete Street Master Plan are expected to lead to the programming, development, and construction of one or more possible multijurisdictional projects.

Specific goals that this study focused on meeting included:

- 1) Improving the multimodal mobility and access,
- 2) Promoting and preserve multimodal transportation system,
- 3) Improving safety and security,
- 4) Fostering livable and healthy communities,
- 5) Promoting social equity and environmental justice,
- 6) Improving the air quality,
- 7) Improving water quality, and
- 7) Supporting economic vitality and quality of life of its communities.

Objectives of this report include:

- Identify opportunities to reduce transportation related greenhouse gases
- Identify opportunities for creating sustainable communities
- Identify areas for school or safe routes to school opportunities
- Develop Complete Street and streetscapes concepts
- Identify and develop bike and pedestrian safety enhancement concepts
- Identify traffic operations and safety enhancements concepts

In addition, this report will evaluate:

- Corridor enhancements for multimodal mobility, access, safety, and linkages
- Transit gaps and opportunities to preserve transit facilities and optimize transit infrastructure
- Accessibility and connectivity of the multimodal transportation network



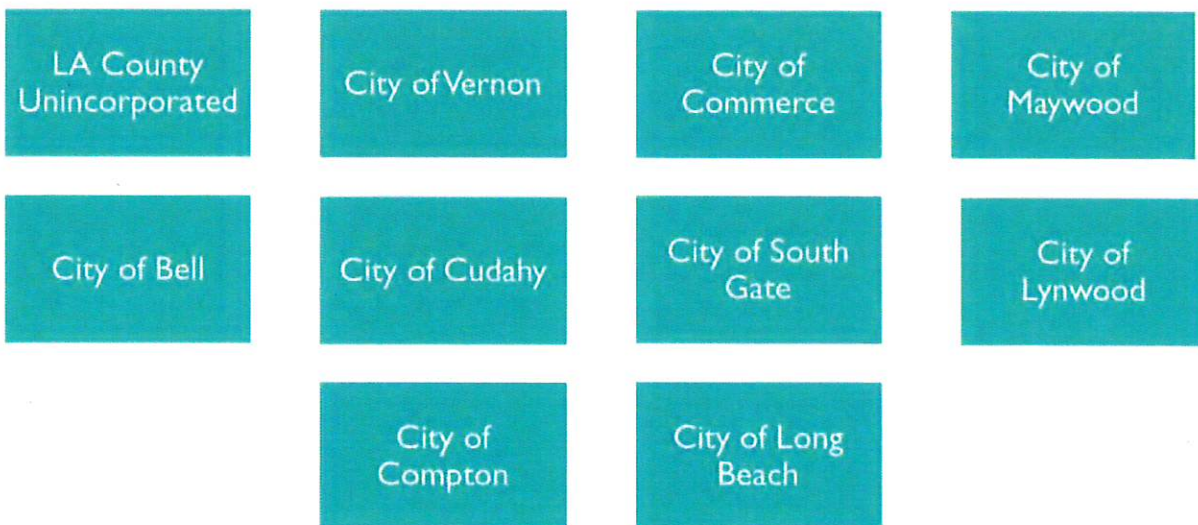
The presence of a Master Plan provides opportunities to revitalize the Corridor through urban design; diversity of higher density mixed use development; and improved transit, bike, and pedestrian connectivity. The higher densities of populations in the areas results in higher volumes of traffic and transit. The “new” street will attract development to the areas because of the improved access to the larger markets of County of Los Angeles. Specific areas along the Corridor may become destinations as more commercial businesses are attracted to the area. In addition, residential growth, via multi-use or live-work space, can be expected as a result of increases in retail, nightlife, and improved multimodal connectivity, which may lessen the desire of residents to commute to Los Angeles, Orange or Riverside Counties.

1.2 Project Limits

The planning area is located on the Atlantic Corridor within the Gateway Cities Region, passing through the County of Los Angeles, City of Vernon, City of Commerce, City of Maywood, City of Bell, City of Cudahy, City of South Gate, City of Lynwood, City of Compton, and City of Long Beach. For most of the reach, it parallels Interstate 710 and Los Angeles River. The northern limit of the Corridor begins at State Route 60 in the County of Los Angeles and extends southerly for approximately 19.5 miles to Ocean Boulevard in Long Beach.



GATEWAY CITIES COUNCIL OF GOVERNMENTS



PROJECT LOCATION MAP



ATLANTIC CORRIDOR COMPLETE STREET EVALUATION & MASTER PLAN

Atlantic Boulevard					
Segment No.	Jurisdiction	Segment Limits	Linear Miles Through Jurisdiction	Linear Miles for Split Jurisdiction	Post Miles
1	Unincorporated LA County (East LA)	Telegraph Road to SR-60	1.63	1.83	0.00 - 1.83
2	Commerce	Telegraph Road to the LA River	0.84	1.75	1.83 - 3.58
3	Vernon	Pennington Way to E 52nd Drive	1.06	0.12	2.59 - 3.77
4	Maywood	LA River to south to Randolph Street	0.84	0.97	3.77 - 4.60
5	Bell	Randolph Street to Florence Avenue	0.77	0.79	4.60 - 5.39
6	Cudahy + Bell	Walnut Street north to Florence Avenue	0.09	0.07	5.39 - 5.46
7	Cudahy	Walnut Street south to Patata	0.97	0.96	5.46 - 6.42
8	South Gate	Patata to just North of Abbot Road	1.50	1.52	6.42 - 7.94
9	Lynwood	Abbott Road south to McMillan Street	2.00	2.03	7.94 - 9.97
10	Unincorporated LA County (East Rancho Dominguez)	McMillan Street to just north of Alondra Blvd.	1.24	1.23	9.97 - 11.20
11	Compton	Just south of Alondra Blvd. to LA River	0.43	0.50	11.20 - 11.70
12	Long Beach	Los Angeles River south to Ocean Boulevard	8.10	8.08	11.70 - 19.78
Total Corridor Miles			19.47	19.85	

1.3 Scope of Work and Project Timeline

This report generally follows the scope tasks included in the GCCOG Implementation agreement, which is consistent with the initial kick-off meeting and scope of work provided and presented at that time. The project schedule was planned in a manner to allow for ample research, and to work with the public works and planning departments. The creative approach of the vision building was the product of not rushing the concept development phase. The tasks necessary to create a Master Plan for the Atlantic Corridor is as follows:

Major Scope Milestones	Date
Data Collection and Review of Existing Conditions <ul style="list-style-type: none"> • Field Review • Meet with each jurisdiction/stakeholder • Gather relevant document and literature for review 	January - February 2020
Multimodal Corridor Evaluation and Analysis <ul style="list-style-type: none"> • Evaluate the existing conditions Corridor • Develop and provide a high-level analysis of a future Corridor 	February - March 2020
Complete Streets Needs Analysis <ul style="list-style-type: none"> • Conduct a needs analysis for Complete Streets and multimodal Corridor, and identify constraints/opportunities 	March – July 2020
Community and Stakeholder Outreach (as requested)	February – May 2021
Complete Street Implementation <ul style="list-style-type: none"> • Quantify the Unconstrained Condition concept • Develop areas of focus concept plans for each jurisdiction • Demonstrate achievement of a Multi-modal Corridor with Consistency Across the Sub-Region 	June 2020 – January 2021
Prepare Conceptual Design of Complete Street Master Plan	June 2020 – February 2021
Order of Magnitude Cost Estimates	February – March 2021
Finalize Conceptual Design of Complete Streets Corridor Master Plan	March – June 2021
Presentation to Committees and City Councils (as requested)	May – June 2021



2 CORRIDOR WIDE CONSIDERATIONS

Corridor wide transportation strategies include not only the GCCOG Strategic Transportation Plan (STP) but also various "Livability" considerations, which are generally described as the non-technical features outside the STP, detailed later in this report. These features and considerations will be applied to the Concept Focus Area, or FA's, for each jurisdiction and will also be considered as part of the order of magnitude cost estimates.

Additionally, strategies to create space for Corridor wide improvements and benefits must be considered. Ways to justify and create space include but are not limited to streetscape and stormwater treatment measures; active transportation features for safer and more convenient opportunities for physically active travel; and median, center divider or traffic separation operational improvements. It would likely be necessary to underground a vast majority of the overhead utilities that exist on both sides of the roadway for nearly the entire length of the Corridor. Other considerations to create space also include narrowing existing traffic lanes, which could affect the operational efficiency of the Corridor, or the purchase or right-of-way to accommodate widening. These three strategies, underground utilities, narrowing lanes and or purchase of right-of-way will be evaluated along the Corridor to determine which combination, if any, are most prudent in each of the areas of focus.

Create a bold vision that is adaptable over time.

A project will come together over time, being implemented in phases based on funding received. Many complex infrastructure and engineering elements must be completed before the Corridor becomes a complete street. The vision developed now should clearly define an overall framework for how the Corridor will take shape, what the key elements will be, and define their essential character. At the same time, the vision must be flexible enough to adapt as conditions inevitably change.

The subjects listed in the figure to the right are considerations for the corridor's context and opportunities to incorporate during the development of a complete streets corridor.

Lastly, it's unknown whether the Metro Board will chose the Atlantic Corridor BRT as an option to fund. This study began well into the schedule of this effort and hasn't concluded and determined if this Corridor is a priority for funds. If the Atlantic Corridor is chosen for



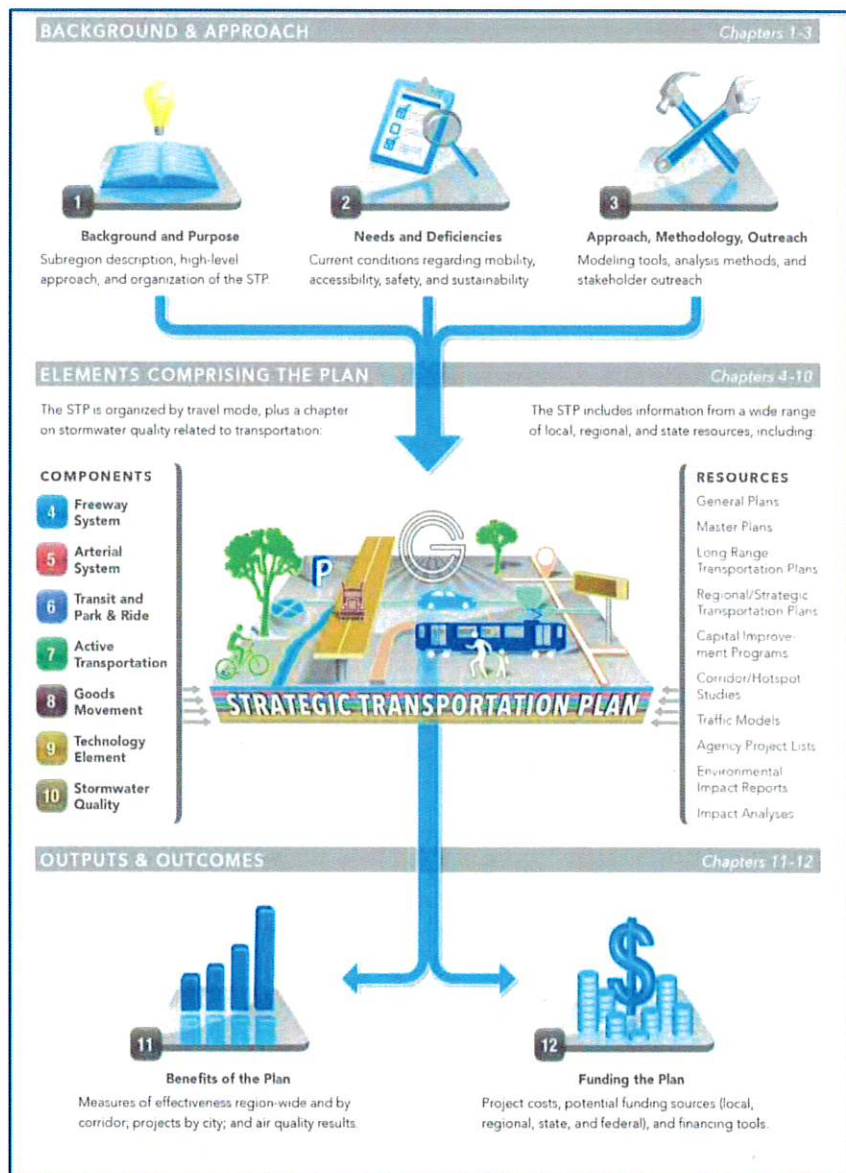
BRT funding, additional coordination will be necessary, as a concern raised among all jurisdictions along the Corridor was keeping parking as a priority, and with BRT infrastructure, having enough room in the right of way width will be a significant challenge.

2.1 Gateway Cities Strategic Transportation Plan (STP)

The GCCOG, via Metro Measure R funds, conducted the largest multi-model transportation planning effort second to only New York City, to create a unified long-term Strategic Transportation Plan (STP). This large-scale effort was able to quantify significant baseline conditions along the Corridor that are incorporated into the Master Plan and Complete Street evaluation criteria, and do not require additional analysis effort. This study used the STP as a baseline and built upon it based on project specific Corridor needs. The adjacent graphic shows the approach to how the STP was presented and approved by the GCCOG Board in mid-2016.

The Atlantic Corridor is considered a sub-regional facility that runs through I-405, SR-91, I-710, I-105, and I-5. It is utilized as a relief arterial in addition to the city specific land uses and functions along the Corridor. As a result of the STP, this Corridor was prioritized in the top 4 Corridor for future complete street study and evaluation by the STP TAC.

The STP identified the top 100 deficient intersections in the subregion. This includes



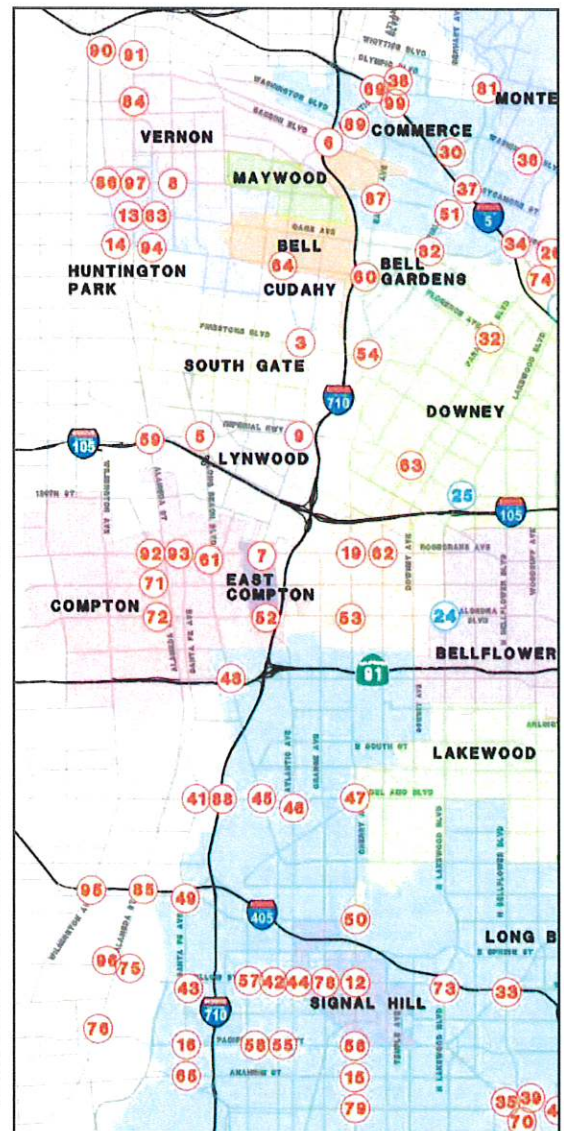
the following ten (10) intersections along the Atlantic Corridor that have been further developed as concept plans as part of the study.

The table below includes the name of the intersection along with the intersection number, consistent with the map graphic, where the plan sheet included within the STP can be found.

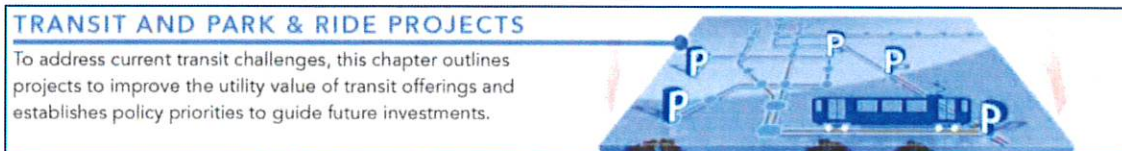
Also included in the STP is the Atlantic Avenue Active Transportation Corridor which is a regionally significant Corridor. While the specific section from the STP only extends from Rosecrans Avenue south to Artesia Boulevard, the benefits and challenges included within the STP fact sheet itself is helpful when considering bicycle lanes for the entire facility.

This Master Plan has a goal of reducing the Corridor's use as a I-405, SR-91, I-710, I-105, and I-5 relief arterial and maximizing its ability to serve the communities as a complete street with enhanced/increased development.

Atlantic Corridor Deficient Intersections (Name)	Jurisdiction	Intersection No:
Atlantic Blvd at Telegraph Rd/Ferguson Dr/Goodrich Blvd/Triggs St	17% LACO 83% Commerce	38
Telegraph Rd/ Atlantic Blvd	Commerce	99
Washington Blvd/ Atlantic Blvd	Commerce	89
Bandini Blvd/ Atlantic Blvd	Vernon	6
Florence Ave/ Atlantic Avenue	Bell/Cudahy	60
Firestone Blvd/ Atlantic Ave	South Gate	3
Imperial Highway/ Atlantic Ave	Lynwood	9
Rosecrans Ave/ Atlantic Ave	25% Compton 75% LACO	7
Alondra Blvd/ Atlantic Avenue	Compton LACO	52
Willow St/Atlantic Ave	Long Beach	44



2.1.1 Transit and Park & Ride



Transit

The Gateway Cities will see steady growth in both population and jobs between now and 2035, which will put more strain on the already overburdened transit network. Average weekday transit ridership in the subregion is projected to increase by 11% by 2035 even if no additional transit improvements are made. Currently, many municipal transit operators report limited seated capacity at bus stations and on several high-demand bus routes. Expansion of services is already needed to meet current demand.

Various local and regional transit facilities run along the Corridor. The following graphic highlights the major facilities along or crossing the Corridor area.

Focus will be on the connectivity and relationship between the various transit lines. Proper evaluation of the transit connectivity relies on overall public circulation. Attention will be directed to the following planning elements:

- Pedestrian pathways, such as sidewalks, need to occur throughout the community in order to effectively connect neighborhoods with facilities and amenities, such as parks, schools, businesses and social locations.
- Sidewalks and/or trails are to be separated from adjacent streets by parkways and infiltration planters as presented in the streetscape, which are consistent with the Sustainable Strategies.
- Crosswalks are to be clearly delineated and shall include paving enhancements for easy identification and traffic calming.

Bicycle lanes along the Corridor provide safe routes for bicyclists and encourage alternative transportation modes. Bicycle storage should be made available at key transit stops.

The following page includes the transit inventory completed as part of this study to determine accessibility and possible gaps. This corridor is classified as a "high quality transit corridor" and is likely why it's included in the top five for possible Measure M BRT investment.



TRANSIT INVENTORY MAP



TRANSIT ROUTE EXISTING CONDITIONS KEY

Atlantic Corridor		Metro Lines: Gold, Green (C)		Montebello Bus Lines: 10, 40, 50	
Highways/Freeways		Metro Bus Lines		Long Beach Transit: 61, 131 191, 192, 101, 102, 103, 104, 171, 172, 173, 174, 71, 72, 81, 151, 45, 46, 91, 92, 93, 94, 112, 121, 21, 21B, 22	
Bodies of Water		Compton Renaissance: 4			
Amtrack Lines		East LA Shuttles: El Sol			

Metro Bus Rapid Transit (BRT) Study

On September 16, 2020, Metro presented the Visioning Bus Rapid Transit (BRT) Study to the Gateway Cities Council of Governments (GCCOG) and our representative agencies along the Corridor as part of a special Atlantic Corridor TAC meeting.

During the meeting, it was noted that the Atlantic Corridor BRT alternative was in the top seven remaining Corridors within the Metro region. This important project connects East LA to Long Beach. Additionally, this BRT corridor is the only one under consideration within southeast LA County.

Based on discussions with agency staff through our GCCOG led Atlantic Corridor Complete Street Study, the agencies were enthusiastic, engaged and supportive of additional efforts to better define the BRT, including the opportunities and impacts.

Based on this input, the GCCOG Board of Directors provided a support letter requesting that additional investments be considered in the Atlantic Corridor, including BRT. This report also confirms support for the Atlantic Corridor BRT be selected for further analysis, which is anticipated in 2021 for the first BRT corridor investment. It was noted that the Corridor Cities look forward to engaging with Metro and our agencies on this very important project that can provide significant benefit to our subregion.

The existing public transit infrastructure that serves the Corridor will become more accessible with improved connectivity of streets, sidewalks and green space that encourage residents to walk and bike to transit stops. A neighborhood with a strong network of internal streets and good connections to surrounding area, allows pedestrians, bicyclists, and drivers to move more safely and efficiently. This will reduce vehicle trips, which will in turn reduce the carbon footprint of the community. The success of improved neighborhood connectivity through this Corridor Concept Plan will also strengthen the sustainable opportunities for future developments in the various Cities.

At this time, no determination regarding which Corridor will be selected by the Metro Board for Measure M investment as a new BRT line.

Park & Ride Facilities

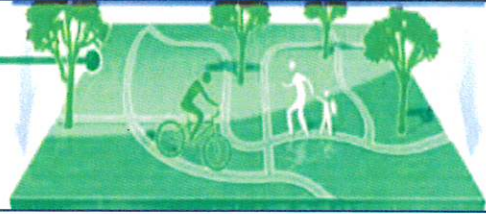
The Gateway Cities currently has 18 park-and-ride lots with approximately 7,100 spaces. These facilities provide access to Metrolink, Metro Blue and Green Lines, and local and express bus routes. Currently one-third of park-and-ride lots operate at or near capacity. If no additional improvements are made by 2035, roughly half of the Gateway Cities park-and-ride facilities will be operating at or over capacity. To meet this demand, additional park-and-ride facilities are needed.



2.1.2 Active Transportation

ACTIVE TRANSPORTATION PROJECTS

To reduce energy use, ease congestion, and improve health, this chapter outlines a strategy for improving pedestrian and bicycle facilities in response to growing demand.



Americans with Disabilities Act (ADA) requirements were considered as part of the study. The goal is to identify deficiencies and opportunities to improve pedestrian access. The Corridor will be well served by improving ADA pedestrian walking access conditions along the entire stretch and incorporating sidewalks where there are gaps in coverage.

While regional centers, within any jurisdiction, are largely dependent on automobile travel, designing them within the context of adjoining neighborhoods has the potential to encourage alternative travel modes such as walking and bicycling. The quality of pedestrian environments also plays a critical role in the success of centers that serve multiple neighborhoods and the region. These centers typically offer retail, employment, cultural activities and transit.



Walkable mixed-use neighborhoods represent the most basic places that are economically stable and environmentally sustainable. Additionally, walkable districts mix complementary uses, maintain reasonable distances, and bring building entrances and facades to the streets.

One of the most critical elements of designing Pedestrian, Bicycle and Trail Corridors is safety. Due to the parallel nature of Corridors and adjacent trail, visibility and access, as well as arterial street crossings, need special attention to optimize safety to the users. Warning devices, signage and striping need to properly advise users. Roadway conditions should be evaluated before installation of any new bike ways.

The existing bicycle network in the Gateway Cities Subregion has primarily been developed through individual city or county efforts, and also by regional efforts supported by Metro and other multi-jurisdictional agencies. The area provides an opportunity to create an environment for bicycling, including a temperate climate, a network of schools and open space, a major university and community college, a well-connected street grid, and relatively flat terrain. Despite the fact that bicycling is increasingly popular in Southern California, a safe, well-connected and accessible bicycle network remains a significant challenge for many bicyclists in the Gateway Cities.



The STP contains fifty-five (55) significant bicycle Corridor project ideas. A portion of the Atlantic Corridor is one of the 55 significant Corridors, as part of this Master Planning effort, and with the coordination of each jurisdiction, the Corridor will benefit from a contiguous Class 1, or at minimum Class 2 bicycle facility for part of the length (County of Los Angeles, City of Compton and City of Long Beach). Additionally, through this effort, the bicycle facility that is developed as part of the Corridor Concept Plan should be incorporated in upcoming STP updates.

The GCCOG member cities have developed all of the bicycle facility types below along Atlantic Corridor, but the plan isn't complete.

Bicycle facilities are divided into four Classifications as defined by Caltrans:

Class 1 Bikeway (Bike Path): A shared use bike path is entirely separate from the road. No motor vehicles are allowed on or near these paths, which also serve as multi-use pathways. **For example, along the Rio Hondo Channel.**

Class 2 Bikeway (Bike Lane): A bike lane marked in the road is four feet wide, or five feet wide if adjacent to parked cars. **For example, along on Del Amo Boulevard.**

Class 3 Bikeway (Bike Route): A bike route is simply a route without any designated striping for bikes but has signs that designate it as a bicycle route. These facilities are usually on neighborhood streets without heavy traffic.

Class 4 Bikeway (Separated Bikeway): A separated bikeway or cycle track, which provide an alternative to other bikeways that may minimize interactions with other modes of travel. A bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. The objective is to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, and pedestrians, including persons with disabilities.

Later in this section, bicycle continuity is presented in a table format, as it ties into a major goal of this study.



2.2 Complete Streets Needs Analysis - Methodology

This section includes a description of the criteria used to document the existing technical, non-technical, and featured elements along the Corridor. The evaluation and analysis of the features will be identified for consideration as part of a Complete Street Needs Analysis task within the Scope of Work, which takes place during the jurisdictional meetings. The goal is to incorporate as many of the improvements into the Corridor Concept Plan via the Focus Areas (FA's), defined for each jurisdiction. Embracing the Complete Streets approach will provide a framework to foster a more livable community. The analysis to follow will document the process on building this framework and defining the evaluation factors. Restating what a complete street involves will help define the elements evaluated in the needs analysis, and is defined within each of the jurisdictional meeting minutes summaries included within this report.

As an overview, areas of the roadway needs analysis include: median islands and enhancements, traffic calming, added bike lanes, shared use paths, sidewalks, safe crossing location for pedestrians, pedestrian signal improvements, transit enhancements and fixed rail services, curb extension for added public space, parking, planting & linear forests, and water quality.

Needs Analysis topic area goals.

An effort is made to reconnect the public to its community's open spaces and activate unused resources. The Corridor is the gateway to the neighborhoods and the community. It will connect and build a network of green connections and public spaces that connect visually and physically, to vital civic and commercial destinations, nearby neighborhoods and the larger urban pockets (focus areas), city and regional open spaces. This will allow a phased approach that is implemented over a longer timeframe, but the big picture (master plan) needs to be in view from the beginning.

Improve access and mobility.

The Corridor is, and will remain, a crossroads, as Corridor users rely on safe and efficient access to provide an important connection for moving people and goods between the north and south. At the same time, the Corridor will be an increasingly attractive place for walkers, bicyclists, joggers, recreational and other uses. The future Corridor will accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight. The interactions among these many modes of travel must be designed carefully for the safety, comfort, and efficiency for all.



Needs Analysis and Context Sensitive Solutions.

Improving the appearance and image of the Corridor is a primary goal of the community. Focus on the viewshed beyond the right-of-way which has an influence on the perception of the community and traveling public. The visual elements need to be responsive to the local values and concerns. The various elements need to provide Corridor consistency while enhancing individual community identity. Innovative inclusive approaches that integrate and balance community, aesthetics, historic and environmental values with transportation safety, maintenance and performance goals. These planning goals are reached through a collaboration, interdisciplinary approach involving all stakeholders with the goal of improving the boundary between the transportation Corridor and the communities and people that share the common open space. Embrace and celebrate the region's past, present and future.

The guiding principle per FHWA for a complete street is to create roadways and related infrastructure that provide safe travel for all users, each complete street must be customized to the characteristics of the area that street serves. A complete street also must accommodate the needs and expectations of the travelers who want to access or pass through the surrounding neighborhoods, community, and region.

2.3 Multimodal Corridor Evaluation and Analysis

The evaluation of the existing conditions and the findings resulting helps in developing a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FA's for each jurisdiction, as part of the overall creation of the Atlantic Corridor Complete Streets Corridor. The various possible street designations were shown during original scoping of the project, and further discussed during the jurisdictional meetings. The Concept Focus Areas (FA's) are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

2.3.1 Street Designations along the Corridor

The existing Corridor street design standards vary from location to location, but in general the street design and engineering were all about moving traffic from their origins to their destinations. For decades, the purpose and goal of the street design has been to move motorized traffic as expeditiously as possible, however developing a transportation system primarily for motorized vehicular traffic has failed to meet the traveling needs and preferences of a large population of the region.

The focus is to create a corridor that will provide safe mobility for all travelers, not just motor vehicles, by envisioning and planning our Corridor as a complete Corridor. This Corridor will address the needs of public health and fitness, creating vibrant neighborhoods, reducing fossil fuel emissions, adopting greener and more sustainable communities and accommodating the needs of our aging population.



Complete streets policies help communities make clear the commitment to planning future transportation improvements and to provide for safe travel of everyone using the road. The street designations provide transportation choices; support communities through transit oriented, mixed-use development and activation of abandoned, vacant and underused properties; invest in healthy, safe and walkable neighborhoods. Visually documenting these goals along the Corridor so city Planners and engineers have a clear direction to develop solutions is a difficult task because of the 19.5-mile length of the project.

To accommodate the complete streets approach, we begin by breaking down the Corridor into Specific Street Designations so that the strategies and stakeholder partnerships can successfully develop and manage the public spaces in the neighborhoods and bordering connections to this major east-west Corridor. These designations are shown in the adjacent graphic.

The Street Designations we developed along the Corridor provide a "toolbox" of options to apply at specific street limits. We applied these Street Designations along the entire Corridor and also focused on how the various designations transitions between one another.

The Street Designations principles were developed through our outreach to capture the key civic goals and objectives that should shape the creation of the "new" roadway footprint, public spaces and expand on established principles from existing city policies and civic efforts.

The following pages provide greater detail regarding the Street Designation toolbox features.

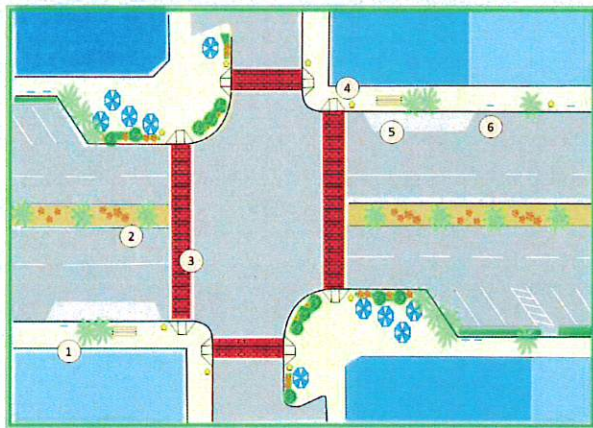
STREET DESIGNATIONS		
No	TYPE	DESCRIPTION
1	Downtown Lifestyle	Street designed to serve retail and mixed land uses, promoting walking, bicycling, and transit within an attractive landscaped corridor.
2	Urban Activity	Street designed to serve mixed use commercial, retail and residential areas with active transportation activities.
3	Residential Calming	Street designed to promote slowing traffic.
4	Principal Route	Multi-lane facility designed to serve higher volume traffic corridor movements.



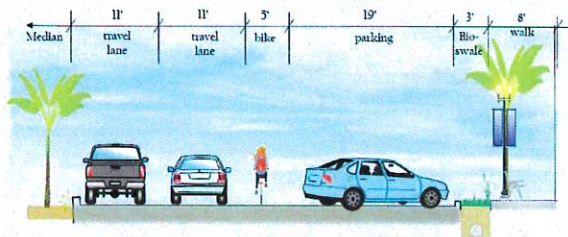
ATLANTIC AVE/BLVD CORRIDOR **DOWNTOWN LIVING - TOOLBOX**

Characteristics of Downtown Living Streets:

- Reduce Traffic Speeds
- Promote Pedestrian Activity
- Landscape Medians
- Mature Street Trees
- Special Districts
- Transit Connections



- ① Street Tree
- ② Landscaped Median
- ③ Decorative Cross Walk
- ④ Decorative Street/Pedestrian Lighting
- ⑤ Bus Stop with amenities
- ⑥ Streetscape Bike Racks



Downtown Living
Roadway Half-Section

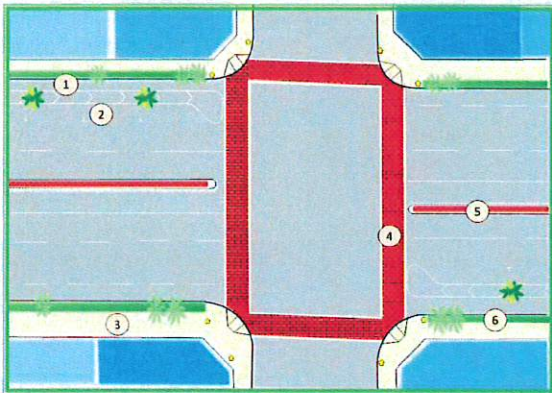


ATLANTIC AVE/BLVD CORRIDOR

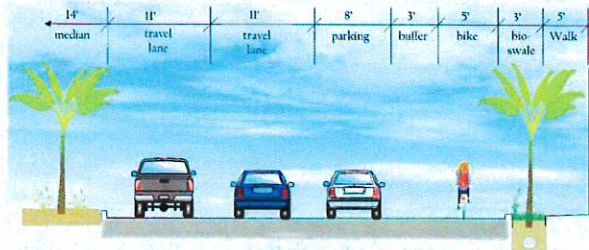
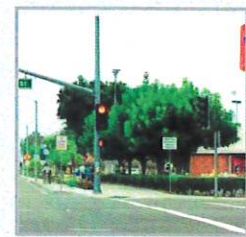
URBAN ACTIVITY - TOOLBOX

Characteristics of Urban Activity Streets:

- Promote Active Transportation
- Landscape Medians
- Defined Crosswalks
- Water Quality Features
- On-street Parking



- ① Bikeway
- ② Street Parking
- ③ Walkway
- ④ Decorative Cross Walk
- ⑤ Landscaped Median
- ⑥ Bio-Swale



Urban Activity
Roadway Half-Section

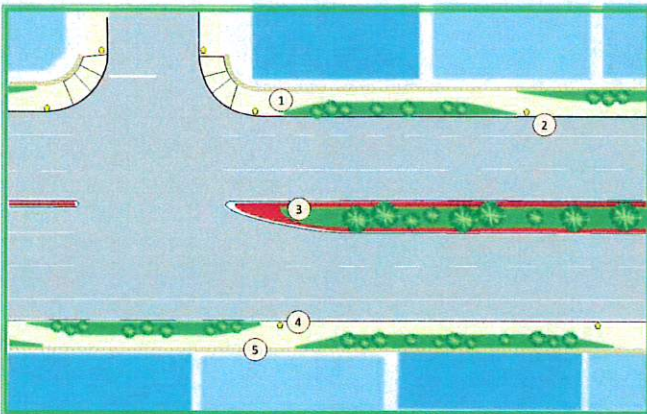


ATLANTIC AVE/BLVD CORRIDOR

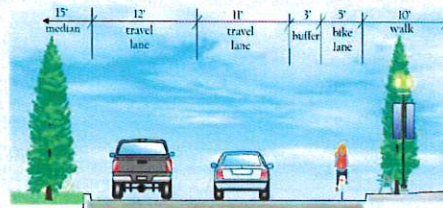
RESIDENTIAL LIVING - TOOLBOX

Characteristics of Residential Living Streets:

- Narrower Lanes to Reduce Traffic Speeds
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Soundwalls



- ① Meandering Walkway
- ② Bike Lane
- ③ Landscape/Hardscape Medians
- ④ Decorative Street/Pedestrian Lighting
- ⑤ Soundwalls



Residential Living
Roadway Half-Section

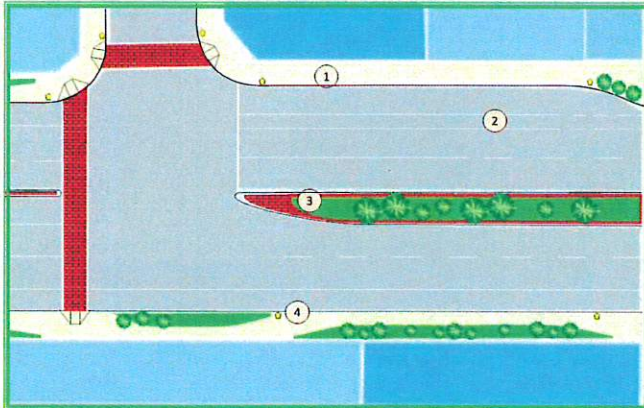


ATLANTIC AVE/BLVD CORRIDOR

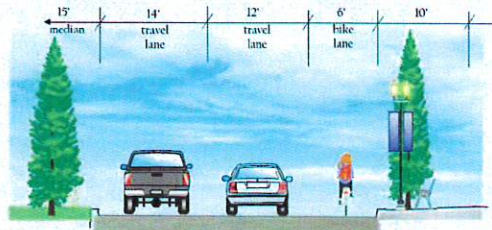
PRINCIPLE ARTERIAL - TOOLBOX

Characteristics of Principle Arterial Streets:

- Standard lanes
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Transit Connections



- ① Meandering Walkway
- ② Bike Lane
- ③ Landscape/Hardscape Medians
- ④ Decorative Street/Pedestrian Lighting



Principle Arterial
Roadway Half-Section

Street Designations Principles

Create a public asset for all

The Complete Street Master Plan engages the entire community along the Corridor. It is a public asset and should remain focused on public use and activities that attract people from all walks of life. It should be a place for locals and visitors alike – a place where everything comes together effortlessly. The process for developing a Complete Street Master Plan draws on the goals and dreams of the entire community along the Corridor. The resulting public spaces and surrounding development will engage through a range of planned activities as the program develops.

Street Designations - Define Context Sensitive Solutions

Applying Context Sensitive Solutions (CSS) to the Corridor confirms that indeed it is “complete” in the sense of being appropriate for the area in which the project is planned. A collaboration of stakeholders and interdisciplinary mix of members from all cities formed the visioning team to provide the concepts that fit its setting. Using design visualization to focus on areas that enhance the scenic view shed and aesthetics; bringing the community and history of the Corridor together; activate and enhance the environmental resources and open space; improving safety, mobility for all users. Develop of multiple alternatives and review with public officials and community, to optimize the opportunities and build a consensus. All of which will provide an emphasis of enhancing the uniqueness of the area and the sense of place in this urban environment that will be viewed as a valued resource.

Innovative and sustainable design at the forefront

The Street Designations are the basis for developing visual urban design principles that bring people to the focus areas allowing them to experience the unique planning, geography and ecology of the area. At the same time, we must take steps to improve the natural environment and ecology while also preserving and enhancing the activities that remain central to the Corridor cities. The complete streets should, in its planning and visioning, reflect GCCOG's commitment to sustainability, innovation and responding to climate change and air quality improvements.

Within each jurisdiction, Concept Focus Areas (FA's) have been developed, and are included in this report, These FA's provide typical sections, street designations and other area specific information. This report includes thirteen (13) Focus Areas, including a minimum of one (1) for each jurisdiction.



2.3.2 Bikeway Continuity

Bikeway continuity along the Atlantic Corridor is also a major goal of this master plan. Providing continuity along the Atlantic Corridor was a major discussion point and consideration with each jurisdiction and every effort has been taken to incorporate bicycle lanes. This report identifies the deficiencies along the Corridor and incorporates full continuity, or connectivity, along the Corridor and is demonstrated within the concept plans as well as incorporated into the cost estimates.

Below is a summary of the types of bicycle lanes being considered for each jurisdiction.

<i>Jurisdiction</i>	<i>Bicycle Lane Proposed along Corridor</i>
County of Los Angeles (East LA)	Class III
Commerce	n/a (use parallel streets)
Vernon	Class I, II and III
Maywood	Class II
Bell	n/a (use parallel streets)
Cudahy	Class III
South Gate	Class III
Lynwood	Class II and III
County of Los Angeles (East Rancho Dominguez)	Class II
Compton	Class I, II and III
Long Beach	Class I, II, III and IV

2.3.3 Schools

Creating safe routes to school for children enables and encourages children to walk or ride their bikes to school. This helps reduce traffic and air pollution, reducing the need for parents to drive their children, which reduces traffic consistency within the vicinities of the school, and simultaneously improves the well-being of the children by encouraging a healthy and active lifestyle.

This study inventoried the schools that are located in close proximity to the Corridor, so that when agencies begin to implement the plan, they can maximize any safe routes to school opportunities.



SCHOOLS IN PROXIMITY OF THE CORRIDOR

Jurisdiction	Schools
County of Los Angeles (East LA)	James A Garfield High school, Green DOT Public Schools, KIPP Raices Academy, St. Alphonsus Elementary School, Fourth Street Elementary School, Arts in Action Community Charter School
Commerce	Bandini Elementary School, Rosewood Park School
Vernon	NA
Maywood	Maywood Academy High school, Nueva Vista Elementary School, Maywood Elementary School
Bell	Bell Senior High School
Cudahy	Jaime Escalante Early Education Center, Jaime Escalante Elementary School
South Gate	Tweedy Elementary School, Legacy High School Complex
Lynwood	Lugo Elementary School
County of Los Angeles (East Rancho Dominguez)	N/A
Compton	Whaley Middle School
Long Beach	Stevenson Robert Louis Elementary school, Roosevelt Elementary School, Long beach Polytechnic High School, Smith Elementary School, Long fellow Elementary School, Jordan High School

Every pedestrian crossing at major road intersections requires a safe and visible crosswalk and sometimes traffic controls and/or crossing guards. Reduced vehicular speeds can create a meaningful improvement of safety for pedestrians and bicyclists. A cost-effective way to reduce speeds is to utilize the concept of “traffic calming” along the Corridor.

Examples of this include the following features:

- Intersections
- New medians
- Curb extensions

These features have been incorporated into the Corridor Concept Focus Areas in a variety of locations. Continuous bicycle facilities are to be provided along all routes to schools.

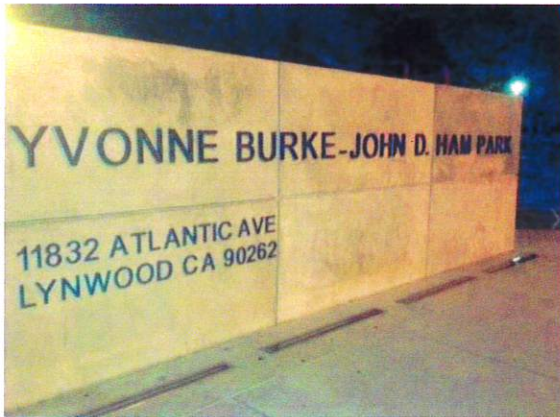


2.3.4 Parks

There are several parks either along or near the Corridor that have also been inventoried and considered as part of the Study. These include:

Jurisdiction	Parks
County of Los Angeles (East LA)	Atlantic Avenue Park, East Rancho Dominguez Park
Bell	Biancini Park
South Gate	South Gate Park
Lynwood	Yvonne Burke-John D Ham Park
Compton	
Long Beach	Peace Park, Fellowship Park, Scherer Park, Atlantic Plaza Park, Houghton Skatepark

Additionally, to enhance the use of a Complete Street, jurisdictions are encouraged to require new developments that provide usable open space for recreations demands.



2.3.5 LA River Trail and Wayfinding

The Los Angeles River Trail runs parallel to the Atlantic Corridor for the entire length through the Gateway Cities. Access points are generally along the east west arterial facilities that intersect with the Atlantic Corridor. The following table includes the entrance/exit points of the LA River Trail by jurisdiction. Active Transportation connectivity to this recreational trail has been considered as part of the master plan.

Jurisdiction	Location of LA River Trail Entrance/Exit	Location of Trail in Relation to LA River
County of Los Angeles (East LA)	n/a	n/a
County of Los Angeles (Rancho Dominguez)	n/a	East
Commerce	n/a	West
Vernon	District Blvd, Atlantic Blvd	West
Maywood	E. Slauson Ave, Riverfront Park	West
Bell	Gage Ave, Florence Ave	West
Cudahy	Live Oak St, Clara St, Rive Rd at Cudahy River Park	West
South Gate	Firestone Blvd, Southern Ave, Imperial Hwy, LA County Flood Control Maintenance Yard-south of Imperial Hwy, Rio Hondo Confluence, Hollydale Park	West
Lynwood	n/a	Both
Compton	Alondra Blvd, Ralph C. Dills Park, Somerset Blvd	East
Long Beach	Rancho Portillo, De Forest Park/W. 52 nd St, W. Del Amo Blvd, N. Virginia Vista, Wrigley Greenbelt, De Forest Ave/26 th Wy, De Forest Ave/25 th St, South of Pacific Coast Highway, De Forest Ave by Drake/Chavez Soccer Fields (stairs), 6 th Street, South of Golden Shores RV Resort	East

The Corridor jurisdictions are interested in a uniform wayfinding signing for Active Transportation users to find the LA River Entrances, connecting the community with the pathway for recreation uses. The Livability Plan also considered wayfinding as important. Excerpts of the GCCOG Board approved Livability Plan, shown on the following page, illustrate how they characterized these elements

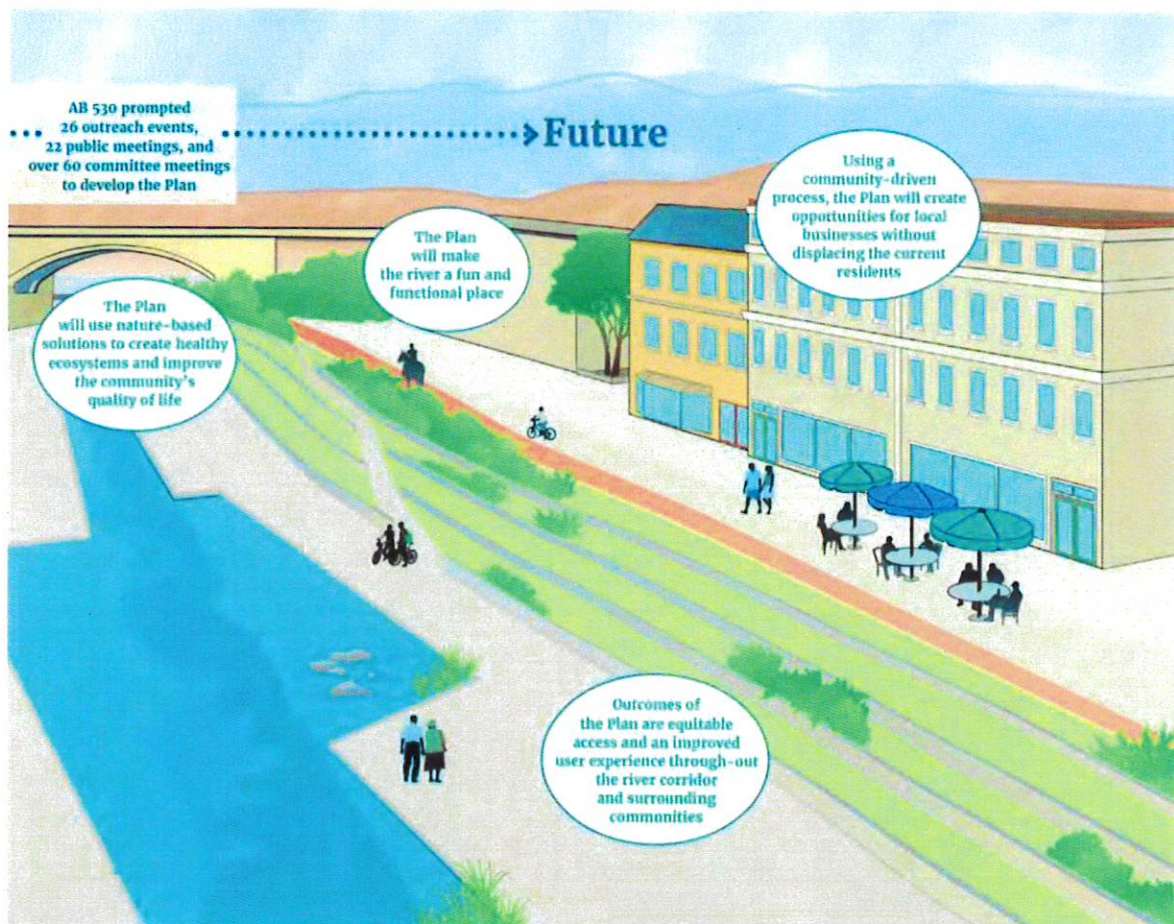


EXCERPTS FROM APPROVED LIVABILITY PLAN

Lower LA River Plan

The Lower Los Angeles River is the core of southeast Los Angeles and serves a critical role by managing flood risk. It protects life and property by collecting storm water from surrounding areas and safely conveying it to the ocean. The river's paths and trails also provide a space for the community to recreate and travel within the region. Despite these functions, the river's potential value as a place for relaxation, discovery, recreation, tourism, and economic development has yet to be realized. In 2015, California State Assembly Bill 530 (AB 530) was passed to revive the river through the development of a watershed-based, equitable, community-driven plan. The language of AB 530 called for Secretary John Laird, Natural Resources Agency, in consultation with the Los Angeles County Board of Supervisors, to appoint members to participate in the Lower Los Angeles River Working Group. The Working Group, chaired by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, included 40 elected officials and representatives from local cities, regional agencies, and community advocates who came together to create the Lower Los Angeles River Revitalization Plan (the Plan). The Plan encompasses areas within a one mile offset on each side of the 19-mile river from the city of Vernon to the city of Long Beach, passing through numerous jurisdictions, including unincorporated County communities and 14 Southeast LA County cities. The Plan describes opportunities for improving the environment and residents' quality of life along the river ensuring that the voices of the people are heard now and in the future as the river is reimagined and revitalized into an integral part of a healthy, equitable, and sustainable community. The Plan will be incorporated into the LA County's Master Plan for the entire 51-mile LA River.

<http://lowerforwater.org/governview/>



2.4 Features for Consideration In Addition to The STP

The following list of non-technical elements and features were not generally considered as part of the GCCOG STP and are specific and integral to creating a Complete Street Master Plan for The Atlantic Corridor.

2.4.1 Aesthetics Including Urban Greening & Open Space

Aesthetics are integral features that can provide an overall theme to a Corridor. Incorporating various features including enhancing aesthetics:

- Undergrounding of existing overhead utilities
- Creatively using storm water treatment options such as sidewalk planters, permeable pavement or pavers that reduce standing water and hydroplaning while at the same time adding "Green Pockets" along the Corridor.
- Provide additional pedestrian enhancements such as intersection bulb-outs which could require a change in parking to an angled layout to make sufficient room.
- Including reclaimed water piping throughout the Corridor to that enhanced landscaping can be provided to add beauty to the Corridor.
- Provide outdoor dining along miscellaneous limits.

Streets throughout the plan area serve different purposes and have variable capacities. The context of the land use along a Corridor heavily influences the design concept of the Corridor. One of the key components of the Corridor Concept Plan is that the Corridor will be multi-modal, meaning it will balance the needs of multiple modes of travel and provide the traveling public the option to walk, bike, take transit or drive.

Streetscape elements will be developed to compliment the character and scale of each street designation distinguish unique areas of the cities and Corridor and create an identifiable sense of space. Elements such as enhanced landscape, signing, pavement, and lighting to establish an experience along the Corridor.

Green Infrastructure

Green Infrastructure is a combination of plants, soils, and other practices that help to restore natural water management processes and improve urban quality of life. Paved and impervious surfaces in urban environments put stress on typical stormwater infrastructure and contribute to poor water quality in our bodies of water. Stormwater typically carries debris, silt, and other pollutants directly into our storm drains, which lead to our rivers and ultimately to our beaches and ocean.

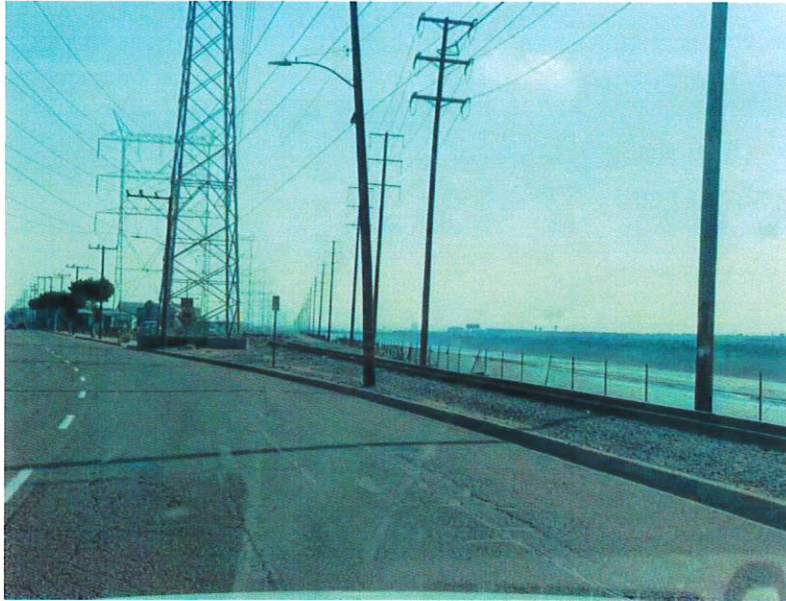
Overall Importance of Green Infrastructure

- Improve water quality and conserve water
- Enhance community and infrastructure resiliency
- Increase shade and aesthetic appeal of our streets
- Reduce amount and costs of underground piped infrastructure
- Provide habitat for animals, especially birds



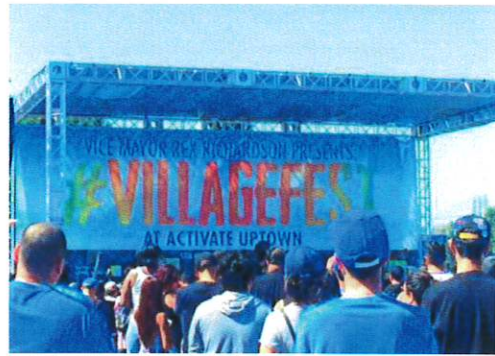
2.4.2 Utilities

The Corridor has extensive utility facilities along it including overhead and underground. In order to create more usable space within the city right of way, considerations will be given to undergrounding overhead utility poles.



2.5 Community and Stakeholder Outreach

This section summarizes the various community and stakeholder outreach activities that can engage the community to support the study. Each jurisdiction has specific methodology in mind for how they would want to complete community and stakeholder outreach along the Corridor. Meetings may include a combination of an initial meeting to listen and provide a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, a second meeting to discuss proposed ideas and recommendations and to receive feedback, and a third meeting provided the capital project list.



Presentations to Committees and City Councils

The Study included a series of independent meetings with each Jurisdiction as well as a series of meetings with the Atlantic Corridor Technical Advisory Committee (TAC) and Policy Committee (PC).

- A first meeting was held with the TAC (July 2020) to outline the scope of work and goals of the study and to provide them with schedule.
- A series of initial independent meetings were conducted with each jurisdiction to listen and provide a Strengths, Weaknesses, Opportunities, and Constraints.
- A second meeting with each City/Jurisdiction was held to discuss proposed ideas and recommendations and to receive feedback.
- A third meeting with each City/Jurisdiction was held to confirm that the GCCOG Team had interpreted the recommendations, and were presenting them via a Focus Area correctly, and to receive feedback.
- A second meeting with the TAC (November 2020) was held to present and provide the Conceptual Planning Exhibits for review and comment.
- A third meeting will be held with the TAC (January 2021) to provide and share the updated focus area exhibits and the draft report. The team will also provide next steps along with the schedule.
- A final meeting with the joint TAC will be held in June 2021 to complete the overall effort and recommend approval to the Policy Committee (PC).
- A final meeting with the PC will be completed in July 2021 to gain approval of the Study completed.

Community Toolbox

Based on meetings with local agencies and engagements with local stakeholders and the community, the following community toolbox was developed to provide various types of strategies to meet the objectives for complete street improvements. There are a variety of topic areas identified in the toolbox, such as different types of bikeways, pedestrian and transit infrastructure improvements, and water quality features. These toolbox icons are included on the Focus Areas (FA's) to present opportunities to incorporate the various complete street features.



GATEWAY CITIES **ATLANTIC AVE/BLVD CORRIDOR** COMMUNITY ENHANCEMENT TOOLBOX



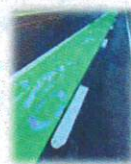
Shared Use Path

Also known as Class I bikeways or bike paths, shared use paths are meant for pedestrians, bikes, scooters, and roller blades. They can provide a safe and direct path independent from the street. Shared use paths are not suitable for motor vehicles.



Improved Bike Lanes

Also known as Class II bikeways, bike lanes are designated portions of the road or highway for bikers. These defined lanes allow bikers to ride without interference from motor vehicles or traffic. They are often marked with striping, signage, and colored pavement.



Improved Bike Routes

Also known as Class III bikeways, bike routes are common for residential streets or reduced speed areas where it is feasible for bikes and motor vehicles to share the road. They are often marked with "Sharrows," which are signs that indicate the road is to be shared with bikers. These signs provide a safer biking environment on the street by making drivers aware of the shared road.



Separated Bikeway

Also known as Class IV bikeways, separated bikeways use physical objects to separate the bikers from the traffic. These bikeways enhance safety and comfort for bikers and are often equipped with extra safety markings at intersections. Common designs of isolated bikeways include raising the bikeway so that it is on the same plane as the sidewalk or using in-street curbs with landscaping, planters, and dynamic street parking.



Bike Parking

Bike parking promotes transportation by bike by making it easier and more secure. Parking locations can be equipped with bike repair tools for additional safety and convenience. Bike parking areas are often located at enhanced bus stops to provide a convenient commute for public transportation passengers.



Bike/Scooter Share Location

Areas dedicated to bike and scooter share allow for green transportation and commuter ease. These dedicated share stations are often found in downtown areas and are used as a replacement for taxis or shared rides. In addition to the environmental benefits, these often promote exercise.



Street Furniture

Street furniture consists of benches, fountains, trash cans, public sculptures, lighting, and poster polls. The design and placement of furniture enhances the community through improved aesthetics, visual identity, pedestrian safety, and function.



Bus Stop Improvements

Enhancements such as seating, lighting, signage, shade, and directions help create a more convenient, comfortable, and safer environment for bus passengers. Bus stop improvements will often include enhanced features for those who ride bikes and scooters, such as parking and storage options.



Curb Enhancements

Examples of curb enhancements include curb extensions, curb ramps, and warning stripes. The purpose of these features is to increase safety and accessibility. An additional benefit from curb extensions is the ability to improve landscaping and integrate storm drains.



GATEWAY CITIES **ATLANTIC AVE/BLVD CORRIDOR** COMMUNITY ENHANCEMENT TOOLBOX



Drought Tolerant Landscape

Drought tolerant plants require less maintenance and irrigation, making them an essential selection in our Mediterranean climate. A drought tolerant plant palette can be developed in conjunction with a native plant species to promote biodiversity.



Street Trees

Beyond making the street more aesthetically pleasing, street trees with significant canopy can provide urban cooling benefits, capture and slow rainfall, and improve air quality.



Environmental Art

Environmental art raises awareness, promotes the use of environmentally friendly materials, and positively contributes to the town aesthetics. It can be created in various medians, ranging from sculpture, digital art, painting, and art made from natural resources.



Trail Enhancements

Trail enhancements encourage biking as an enjoyable and environmentally friendly means of transportation. By using existing natural beauty, such as a river or park, trail enhancements can help create a sense of community and comfort. Landscaping, trail paving, art installations, and lighting are all examples of such enhancements.



Landscaped Median

Landscaped medians serve as a division of vehicular traffic while simultaneously softening the streetscape, contributing to the urban tree canopy and promoting biodiversity through native and drought tolerant understory plants.



Bioswales

Bioswales are designed to manage stormwater by using plant materials and soil to capture, absorb, and treat the stormwater. Compared to other stormwater treatment options, bioswales are aesthetically pleasing and increase green space on streets.



Tree Wells

Tree wells have similar benefits to street trees but add an additional layer of environmental advantages. By capturing some stormwater runoff, these tree wells prevent pollutants from entering the storm drains. Inside of the capture systems, the water can be treated and repurposed.



Pervious Pavement

Pervious pavement mitigates flooding and controls urban runoff. Runoff permeates the ground and is absorbed into the soil, rather than flowing to drains and eventually, bodies of water. Additionally, this type of pavement reduces the heat-island effect by absorbing solar radiation.



Educational Centers

Typically found in parks, wetlands, historic monuments, and gardens, educational centers feature facts and history about the surrounding environment. These centers are great opportunities for educating the public on water quality features and the process of such enhancements.



3 ATLANTIC CORRIDOR BY JURISDICTION

3.1 County of Los Angeles

The Atlantic Corridor runs through two (2) different stretches of unincorporated Los Angeles County, at East Los Angeles and at East Rancho Dominguez. The following sections include the data collection and review of existing conditions, the meetings held with county staff, the concept focus areas that were developed for both the northern section in East Los Angeles as well as the more southern section in East Rancho Dominguez, and the high-level cost estimates for both locations. Through the efforts of this study, complete street elements such as improved bike routes, bus stop improvements, bioswales, street trees and drought tolerant landscape improvement opportunities are shown within the focus areas concept maps.

3.1.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, within each segment of Unincorporated Los Angeles, including East Los Angeles and East Rancho Dominguez. A detailed field review was completed along the Corridor, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during rain events.

The Existing Conditions Data Summary shown on the following pages includes all the roadway features along the Corridor, for each segment, within the County of Los Angeles, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes.

In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Unincorporated LA (East LA)	Approximate N/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB width	NB width	SB width	NB width	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
SR 60 to Pomona Boulevard	105'	0.00		2-3	3	4'-16" TWLTL/RCM Landscaped Width Var	10'	10'	10'	10'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Metro Atlantic Station On/Off ramps on 60 Fwy Landscape with vegetation and trees
Pomona Boulevard to Beverly Boulevard	100'	0.20	0.30	3	2	9" TWLTL/RCM Landscaped Width Var	10'	10'	0	10'	No	Yes*	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Beverly Boulevard to Via Corona Street	100'	0.30		2	2	8'-14" TWLTL/RCM Landscaped Width Var	0	10'	0	0	No	Yes*	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Via Corona Street to Repetto Avenue	100'	0.36	0.42	2	2	Landscaped Width Var	0	10'	0	0	Yes	Yes*	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Repetto Avenue to East 4th Street	90'	0.42		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on south side of Repetto Street and north side of 4th Street
East 4th Street to Eagle Street	90'	0.50	0.66	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on north side of Eagle Street
Eagle Street to 6th Street	90'	0.66		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
6th Street to Hubbard Street	90'	0.82	0.98	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on south side of 6th Street and north side of Hubbard Street
Hubbard Street to Whittier Boulevard	90'	0.98		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Whittier Boulevard
Whittier Boulevard to Louis Place	100'	1.14	1.22	2	2	TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
Louis Place to Verona Street	100'	1.22		2	2	TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Power lines (W/E) on north side of Verona Street
Verona Street to East Olympic Boulevard	100'	1.29	1.44	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Olympic Boulevard
East Olympic Boulevard to Union Pacific Ave.	100'	1.44		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
Union Pacific Ave. to 350' north of Telegraph Rd.	100'	1.59	1.75	2	2	11' painted TWLTL's	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
350' north of Telegraph Rd to Telegraph Rd	100'	1.75	1.83	2	2	Landscaped Width Var	11'	11'	12'	12'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Vegetation in median.

Abbreviations: Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

EXISTING CONDITIONS DATA SUMMARY



2 Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lane		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
East McMillan Street to Rosecrans Avenue	100'	9.97		2	2	12' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on south side of East McMillan Street and North side of Rosecrans Avenue
Rosecrans Avenue to East Fixley Street	100'	10.10	10.30	2	2	12' TWLTL Painted	10	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	No	No	
East Fixley Street to East San Vicente Street	100'	10.30		2	2	12' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
East San Vicente Street to East San Luis Street	100'	10.40	10.60	2	2	12' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	No	No	Transmission lines (W/E) on north side of east San Luis Street
East San Luis Street to East Compton Boulevard	100'	10.66		2	2	12' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	No	No	
East Compton Boulevard to East Rose Street	100'	10.70	10.80	2	2	18' TWLTL/RCM var	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	No	No	Landscape with vegetation and tree Palms
East Rose Street to East Myrtle Street	100'	10.80		2	2	11' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
East Myrtle Street to East Linsley Street	100'	10.90	11.00	2	2	11' TWLTL Painted	10	10	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	No	No	Transmission lines on south bound and (W/E) on south side of east San Myrtle Street
East Linsley Street to Alondra Boulevard	100'	11.00	11.20	2	2	11' TWLTL Painted	10	10	12	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Transmission lines on south bound

Abbreviations:
 Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.1.2 Project Meetings

Individual jurisdictional meetings were held to better understand the existing conditions and to obtain perspective regarding the deficiencies, constraints and opportunities along the Corridor. The various existing transportation modes were discussed, and missing modes were identified and documented as part of the existing condition summaries.

The following includes a summary of the meetings conducted with County of Los Angeles staff.

Meeting #1

On Tuesday, January 28, 2020, a meeting was held with the County of Los Angeles staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through Unincorporated County of LA including East Los Angeles, at the northern end, and East Rancho Dominguez at the southern end. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bhernan@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

East Los Angeles resides in Supervisorial District 1 (SD1). The unincorporated County portion of LA at the southern end of the Corridor, or East Rancho Dominguez, is in Supervisorial District 2 (SD2).

Significant investment including SB1 funds are proposed in East Rancho Dominguez as part of the Compton Blvd. et al project. This includes the Atlantic Corridor in East Rancho Dominguez and portions of Compton. The Compton Boulevard Et. Al. Project includes pavement rehabilitation, underground storm water dry wells, enhanced crosswalks and other complete street and safety features. This portion of unincorporated County is surrounded by the city of Compton.

For the East LA portion of the Corridor, the County has received a Metro \$5 million grant for final design of a project along the Atlantic Corridor that has not been completely scoped as of January 2020. This study proposes a Focus Area that the County, can use for public outreach and/or to develop technical recommendations that could be incorporated into a project scoping document for final design. The County expressed a need to develop these recommendations by June 2020, which a concept was provided.

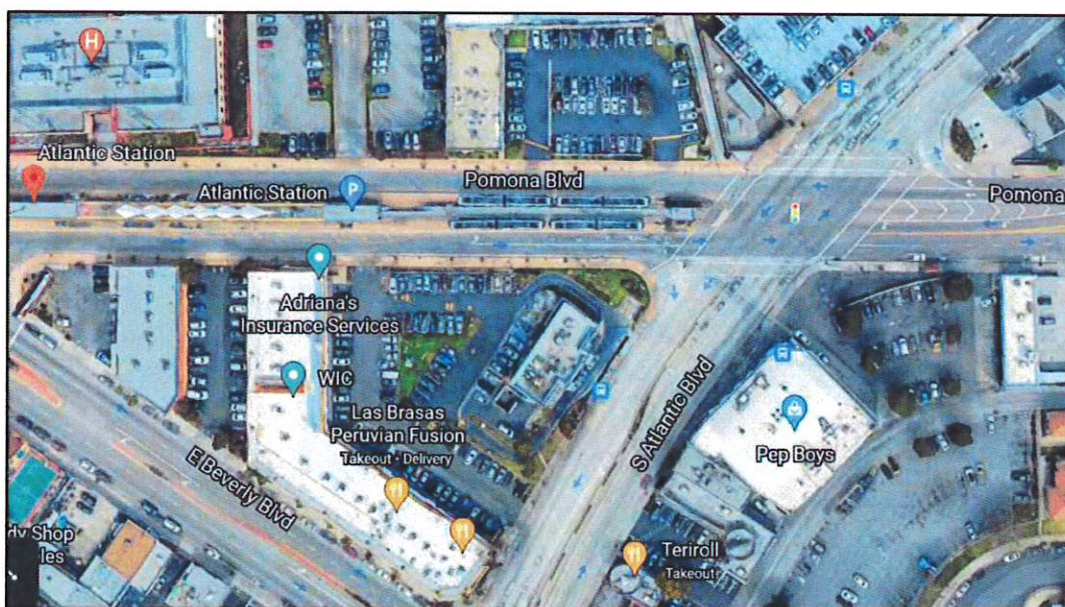
It was noted that the East Los Angeles community is very sensitive to restricting parking along the Corridor any further than it is already constrained. Traffic flow including the number of lanes is also important to the community which limits the ability to consider bicycle lanes, owing there are some ADA needs as well.



Community features that could be well received include trees, public banners near park areas, stormwater improvements, Urban greening, additional upgraded or enhanced bus shelters and public art.

Source information relative to the Corridor to review includes the NexGEN study, the vision zero study, as this Corridor is in the top 200 most deficient and the Atlantic/Whittier Station, which is being used as an example for the County's Transit-Oriented Development Toolkit.

The Atlantic Station is approximately 100 meters west of the intersection of Pomona Boulevard and Atlantic Boulevard in Unincorporated Los Angeles. The actual rail line, of the L Line (LA Metro Rail), terminus is just east of the station approximately 30 meters west of the Pomona Boulevard and Atlantic Boulevard intersection.



The major intersections in SD 1 include:

- Pomona Boulevard
- Beverly Boulevard
- Fourth Street
- Eagle Street
- Sixth Street
- Hubbard Street
- Olympic Boulevard
- Whittier Blvd



In East Rancho Dominguez, the Atlantic Avenue roadway section south of Atlantic Drive is generally 2 lanes in each direction with no center median or turn lane with parking on both sides of the street. The posted speed limit is 35 MPH. North of Atlantic Drive, the roadway incorporates a painted (and sometimes raised) center median lane.

The major intersections in East Rancho Dominguez include:

- Rosecrans Avenue
- East San Vicente Street
- East Compton Boulevard
- East Myrrh Street

Meeting #2

On Monday, May 18, 2020, a second meeting was held with the Los Angeles County staff to follow up on previous discussion, highlighting the focus areas outlined during the first meeting. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bherman@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as the newly obtained existing condition data from the GCCOG Team field review, and the project location map for both the East Los Angeles and East Rancho Dominguez areas.

As part of the existing conditions summary recap, it was noted that there were additional comments that needed to be incorporated by the GCCOG team, including clarification on the funding agreement for the \$5 million projects which is funded from fiscal years 2027 to 2031. It was also noted by both county staff that community outreach for East LA is a significant issue that the team needs proactively consider rather than presenting options to the community that they may not support. It was also noted that there is a Metro study going on for a possible relocation of or new station related to Metro Gold Line, renamed the L-Line, light rail system. Lastly, it was noted that corrections would be made to the East Rancho Dominguez data collection to update the bicycle lane information to include Class III sharrows.

Additional input, information, and clarity was gained from the LA County team regarding the Study's ability to enhance existing planned projects that may have an initial vision along the Corridor. In East Rancho Dominguez, a project is fully funded with a capital cost of approximately \$14.4 million. This project was established through extensive



scoping and partnership with the City of Compton. The improvements identified in the Atlantic Corridor Study for East Rancho Dominguez would be considered for later efforts in East Rancho Dominguez.

In the East LA portion, it was noted that the Atlantic Boulevard/Whittier Boulevard intersection area is fully funded for improvements including possible lane reconfigurations and enhanced signal systems for pedestrian enhancement and safety. Community participation would be needed for this outreach.

It was noted that the County had minimum standards, including 11-foot lanes, 12-foot shoulders, and 10-foot left-turn lanes.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This included consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations rather than any ability to mandate changes.

The action items included the County providing any preliminary CAD or linework prepared for both East Rancho Dominguez stretch of the Atlantic Corridor and/or CAD work completed within the East LA stretch of the Corridor, which the GCCOG team reviewed and incorporated into the FA's.

Meeting #3

On Wednesday, September 16, 2020, at 9:00 AM, a third meeting was held with County of Los Angeles. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bhernan@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The Atlantic Corridor Complete Street status was discussed including the incorporation of the County's comments based on the July 2020 Corridor TAC meeting. Clarification was obtained regarding outstanding line work/CAD files that the GCCOG team thought we would be receiving a long Atlantic near Whittier Boulevard, which was a misunderstanding and that the line work was for the East Rancho Dominguez area. It was noted that the line work for that section was provided on June 2, 2020. The team reviewed the Google Earth image together at Atlantic and Whittier Boulevard to confirm the goal of the focus area. The primary goal is to add active transportation components in an area that has right of way and parking challenges as well as significant congestion. In this area, it is likely that a scaled-back version of a complete street can be



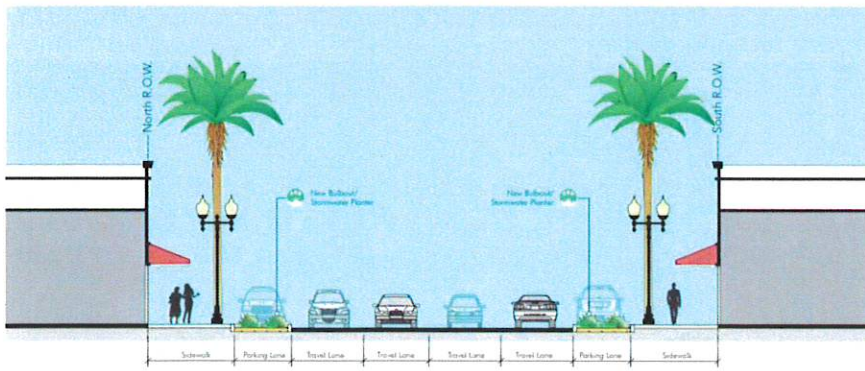
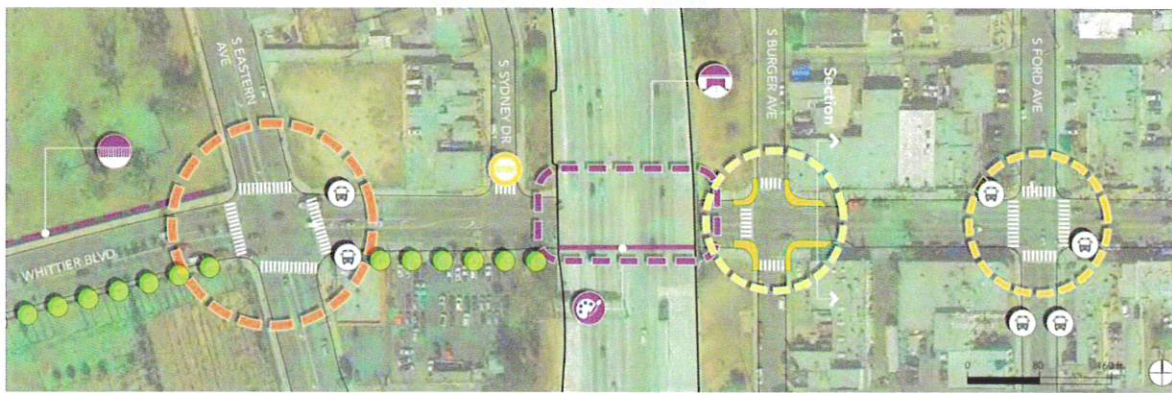
implemented. It should be noted that a light rail station is proposed at the Atlantic/Whittier intersection and that there is transit oriented development (TOD) proposed and under development.

GCCOG staff noted that they are with continuity along the Corridor and that our team proposes various ideas such as bulb outs, pedestrian crossings and possible median modifications or limitations on right in and right out turn movements. These types of proposals must be reviewed by each agency internally and then could be taken to the public for input.

The County noted that the TOD toolkit is in draft form. It was also noted that the 710 Livability Study (which an excerpt is shown on the following page) is a resource document and has a similar theme along Whittier Boulevard that extends from the I-710 that will have continuity with the Atlantic Corridor. The figure below outlines the concept created for Whittier Boulevard as part of the I-710 Livability Plan.



EXCERPTS FROM THE LIVABILITY PLAN



Whittier Boulevard

<p>URBAN DESIGN IMPROVEMENTS</p> <ul style="list-style-type: none"> Street lighting Street furniture Benches Planters Street trees Street art Wayfinding 	<p>LANDSCAPE IMPROVEMENTS</p> <ul style="list-style-type: none"> Street trees Planters Street furniture Street art
<p>MOBILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> Bicycle lane Shared lane marking Street lighting Street furniture Benches Planters Street trees Street art 	<p>INTERSECTION IMPROVEMENTS</p> <ul style="list-style-type: none"> Signalized intersection Unsignalized intersection Roundabout Roundabout with roundabout Roundabout with roundabout and roundabout Roundabout with roundabout and roundabout and roundabout

3.1.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following pages include the Concept Focus Areas for the County of LA in both East Los Angeles and East Rancho Dominguez.

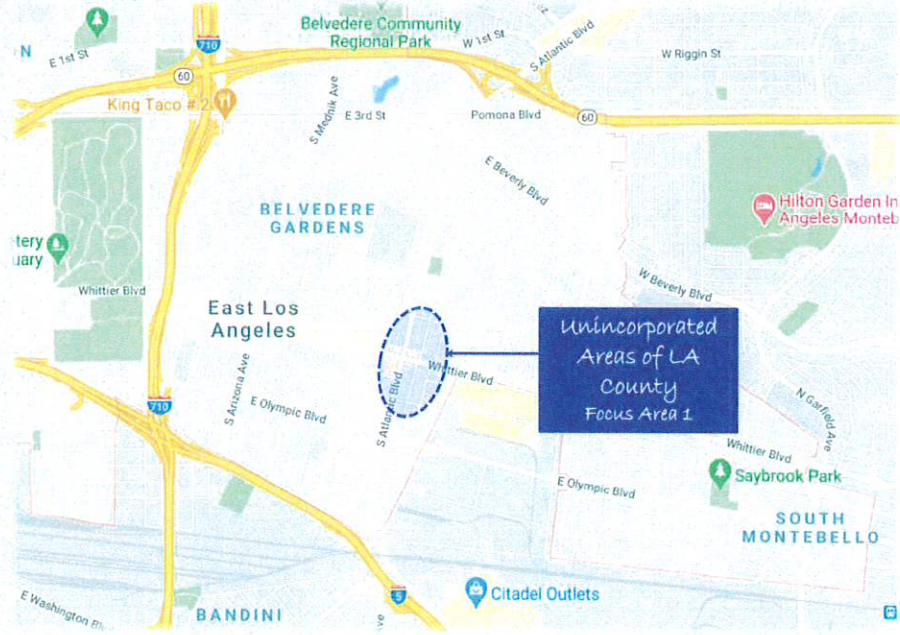




ATLANTIC BOULEVARD

Unincorporated Areas of LA County

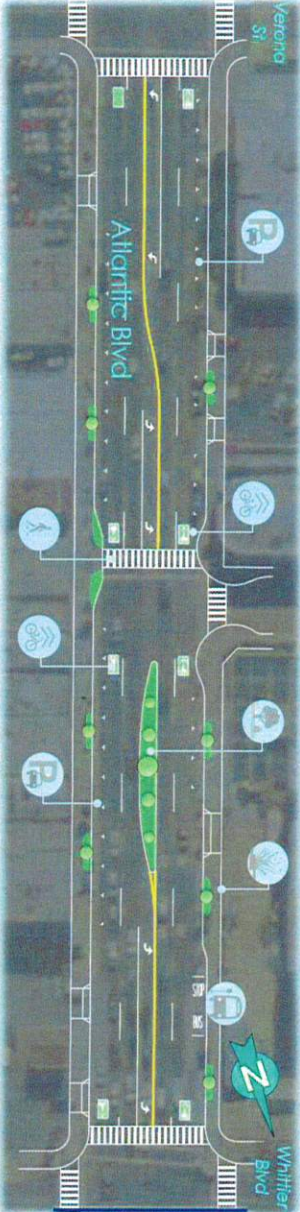
County Area Map



ATLANTIC BOULEVARD

Verona Street to Hubbard Street (Unincorporated Areas of LA County)

Focus Area 1
Exhibit

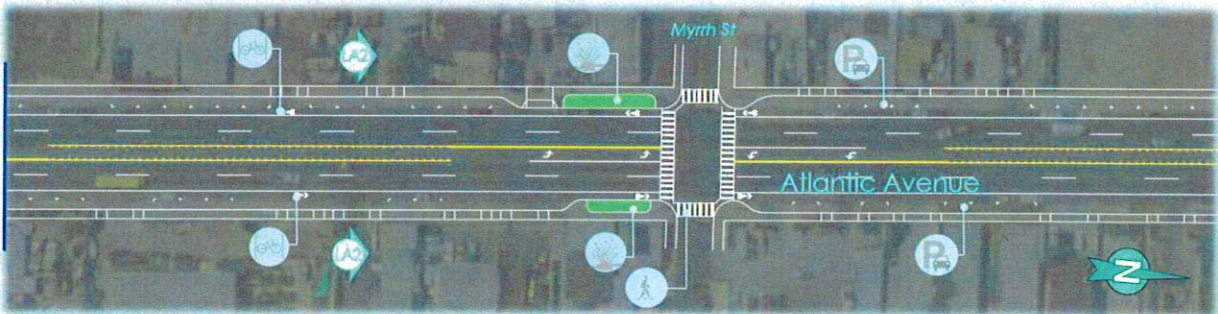
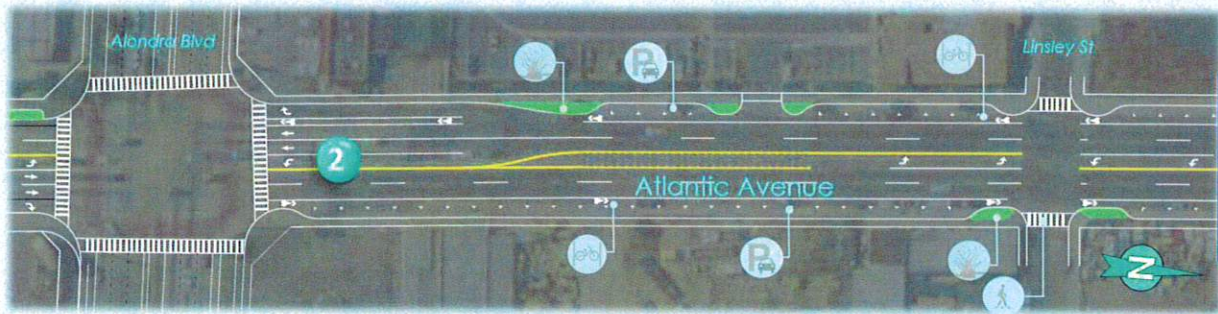




ATLANTIC AVENUE

North of Alondra Blvd (Unincorporated Areas of LA County & Compton)

Focus Area 2
Exhibit

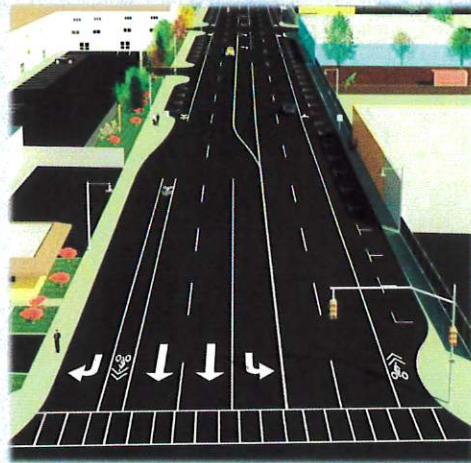




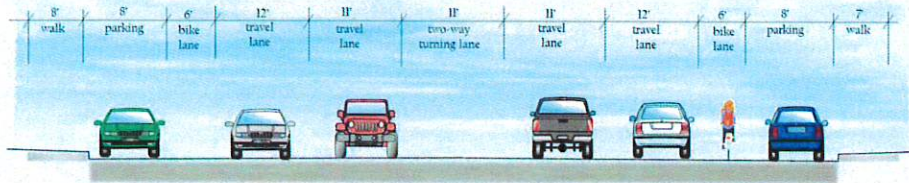
ATLANTIC AVENUE

North of Alondra Blvd (Unincorporated Areas of LA County & Compton)

Focus Area 2
Exhibit



View Point 2



Section LA2

3.1.4 Order of Magnitude Cost Estimates

The cost estimate for both segments, including East Los Angeles and East Rancho Dominguez, in the County of Los Angeles were each developed independently for the study. Each segment includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the County, based on the focus areas developed applied to the entire length of the County's segment(s) within the Corridor.

East Los Angeles Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	960,000	\$ 2	\$ 1,920,000
Pavement - Widening	SF	24,000	\$ 15	\$ 360,000
Enhanced Pavement	SF	9,000	\$ 20	\$ 180,000
Curb and Gutter Removal	LF	19,000	\$ 5	\$ 95,000
Curb and Gutter Construction	LF	19,000	\$ 30	\$ 570,000
Median Curbs including removal	LF	4,300	\$ 35	\$ 150,500
Curb Ramps	EA	75	\$ 3,500	\$ 262,500
Driveways	SF	12,000	\$ 8	\$ 96,000
Sidewalk	SF	35,000	\$ 6	\$ 210,000
Enhanced Sidewalk	SF	12,000	\$ 12	\$ 144,000
Sidewalk Railing	LF	570	\$ 50	\$ 28,500
Tree Removal	EA	240	\$ 500	\$ 120,000
Tree Replacement	EA	240	\$ 2,500	\$ 600,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	-	-	\$ -
Distribution Undergrounding Utilities	LS	1	2,200,000	\$ 2,200,000
Street Light Replacement	EA	100	5,000	\$ 500,000
Traffic Signal Mod.	EA	12	150,000	\$ 1,800,000
Grading	CY	6,400	15	\$ 96,000
Drain Inlets - Includes Connector Pipe	EA	40	10,000	\$ 400,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	21,500	25	\$ 537,500
Signing and Striping	LF	19,200	10	\$ 192,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	180,000	\$ 180,000
Subtotal (rounded)				\$ 10,862,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 272,000	\$ 272,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 11,234,000
Contingency (20%)				\$ 2,247,000
Estimated Construction Capital				\$ 13,481,000
Preliminary Engineering & Environmental	3%		\$	405,000
PS&E	9%		\$	1,214,000
Construction Management	8%		\$	1,079,000
Admin	5%		\$	675,000
Subtotal Soft Costs				\$ 3,371,000
Estimated Total				\$ 16,852,000



East Rancho Dominguez Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	455,000	\$ 2	\$ 910,000
Pavement - Widening	SF	97,500	\$ 15	\$ 1,462,500
Enhanced Pavement	SF	12,000	\$ 20	\$ 240,000
Curb and Gutter Removal	LF	13,000	\$ 5	\$ 65,000
Curb and Gutter Construction	LF	13,000	\$ 30	\$ 390,000
Median Curbs including removal	LF	10,500	\$ 35	\$ 367,500
Curb Ramps	EA	36	\$ 3,500	\$ 126,000
Driveways	SF	9,000	\$ 8	\$ 72,000
Sidewalk	SF	27,000	\$ 6	\$ 162,000
Enhanced Sidewalk	SF	7,000	\$ 12	\$ 84,000
Sidewalk Railing	LF	400	\$ 50	\$ 20,000
Tree Removal	EA	185	\$ 500	\$ 92,500
Tree Replacement	EA	185	\$ 2,500	\$ 462,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	7,000,000	\$ 7,000,000
Distribution Undergrounding Utilities	LS	1	2,000,000	\$ 2,000,000
Street Light Replacement	EA	70	5,000	\$ 350,000
Traffic Signal Mod.	EA	5	300,000	\$ 1,500,000
Grading	CY	5,500	15	\$ 82,500
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	10	15,000	\$ 150,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	\$ 1,325,000
Signing and Striping	LF	9,000	10	\$ 90,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	120,000	\$ 120,000
Subtotal (rounded)				\$ 17,302,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 432,550	\$ 433,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 17,835,000
Contingency (20%)				\$ 3,567,000
Estimated Construction Capital				\$ 21,402,000
Preliminary Engineering & Environmental	3%		\$	643,000
PS&E	9%		\$	1,927,000
Construction Management	8%		\$	1,713,000
Admin	5%		\$	1,071,000
Subtotal Soft Costs	25%		\$	5,351,000
Estimated Total				\$ 26,753,000



3.2 City of Commerce

The City of Commerce is located between East Los Angeles and Vernon. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed, and the high-level cost estimate. There was limited opportunity for bicycle continuity along the Corridor within this section due to the heavy traffic and safety concerns expressed by the city. The City's bicycle master plan provides considerations for the north/south bicycle movements and continuity through the City. The northern section of the Corridor at the Atlantic/Telegraph/Eastern "mix master" intersection is not a feasible candidate for focus via this high-level complete street study. The effort focused at the southern end of the City that ties into Vernon. Complete street elements such as channelized median improvements, with drought tolerant landscape opportunities, bioswales, and street trees are shown within the focus area concept maps.

3.2.1 Data Collection and Review of Existing conditions

As part of this project, extensive data was collected along the Corridor. A detailed field review was completed in the City of Commerce, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table on the following page, includes all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps assess whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate N/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL				RTL				Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop		RR Crossing		Frontage Road		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
Telegraph Rd. to Como Street	90'	1.84		2-1	2-1	2'-20' RCM	10'	10'	12'	13'	No	No	Yes	Yes	Yes	No	No	No	No	No	None	None	Yes	No	No	No	No	Undercrossing RR and 5 FWY overcrossing, Transmission lines (W/E) on north side of Como Street.	
Como Street to East Farrar Street	95'	2.08	2.13	2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No			
East Farrar Street to Everington Street	95'	2.13		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	None	None	No	No	No	No	Power lines (W/E) on north side of Everington Street.		
Everington Street to Fair Street	95'	2.17	2.22	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No			
Fair Street to Gafford Street	95'	2.22		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No			
Gafford Street to Harbor Street	95'	2.27	2.32	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No	Power lines (W/E) on north side of Harbor Street.		
Harbor Street to Quigley Street	95'	2.32		2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No	New construction, two lanes in each direction with raised landscaped median.		
Quigley Street to Jardine Street	95'	2.37	2.42	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	None	None	None	No	No	No	New construction, two lanes in each direction with raised landscaped median.		
Jardine Street to Kinsie Street	95'	2.42		2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	None	None	None	No	No	No	Added signal.		
Kinsie Street to Jillson Street	95'	2.47	2.52	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	None	None	No	No	No	Power lines, transmission and distribution on north bound/ New construction, two lanes in each direction with raised landscaped median.		
Jillson Street to Leonis Street	95'	2.52		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	None	None	None	None	No	No	No	New signaled intersection not operational, marks end of new roadway construction project.		
Leonis to East Washington Boulevard	95'	2.57	2.62	2	2	11' painted TWLTL	10'	0	10'	0	No	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No	Power lines and distribution on north and south bound.		
East Washington Boulevard to Sheila Street	95'-100'	2.62		2	2	0	10'	10'	0	0	No	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	None	None	No	No	No	New construction, two lanes in each direction with raised landscaped median.		
Sheila Street to Pennington Way	80'-95'	2.74	2.95	2	3	4' RCM	0	10'	0	0	No	No	Yes	Yes	Yes	Yes	Yes	No	No	None	None	Yes	Yes	No	No	No	Power lines and distribution on north and south bound. Undercrossing RR, Undercrossing Pennington Way.		

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.2.2 Project Meetings

Meeting #1

On Tuesday, January 14, 2020, a meeting was held with the City of Commerce staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Commerce:

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

Within the Corridor, three segment areas were discussed including the segment between Washington Boulevard and just south of Eastern Avenue, which has a funded City project ongoing and anticipated to be complete within the next three months, the next segment south of Washington Boulevard to the city of Vernon boundary and third the section north of Eastern Avenue into the "mixmaster" and tying into unincorporated Los Angeles or East LA.

Along Atlantic Boulevard from Washington Boulevard north to Eastern Avenue, the Corridor is generally two lanes in each direction with a divided in landscape center median recently completed utilizing I-710 Early Action Project Measure R funds. Opportunities to consider within this segment that were not funded by the existing project include sidewalk improvements, bulb-outs to protect parking and to reduce crosswalk distances across the intersections along with an addition of a bike lane.

The City was most interested in having the team prepare possible concepts related to the Atlantic/Eastern/Telegraph/Triggs, or "mixmaster" intersection. This focus area was also discussed as a nexus opportunity to the upcoming I-5 Corridor improvements fully funded by Measure M in 2036 for \$1 billion. Improving operations and safety at the "mixmaster" is a high priority of the City.

Other discussion items included preparing the inventories regarding ADA deficiencies, possible gaps in transit service as well as opportunities for stormwater improvements and urban greening.

Beginning from the south, at the City of Vernon/Commerce border North to Washington Blvd., the Atlantic Corridor is a relatively unimproved section with two lanes in each direction and a center dual left turn lane. There are significant opportunities for improvement.



A field review was conducted prior to the meeting to reaffirm various features and intersections to be discussed. The following intersections and observations were documented.

- Union Pacific Avenue
- (East LA) – mixmaster (/Telegraph Road/Triggs/ Goodrich)

The Atlantic Corridor drops under UP railroad bridge. I-5 freeway extends under Atlantic Boulevard with ramps on adjacent roadways to/from the freeway. In the southbound direction on Atlantic Blvd, the driver must stay to the right to traverse the “mixmaster” and stay on Atlantic Boulevard.

New construction including two lanes in each direction with raised landscaped median

- Harbor Street
- Jardine Street
- Jillson Street - new signalized intersection that is not operational, marks the end of the new roadway construction project
- Washington Boulevard

Meeting #2

On Tuesday, May 19, 2020, a second meeting was held with the City of Commerce staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as the obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

As part of the existing conditions summary recap, there were a few data corrections noted, including recent improvements that constricted raised medians and added signal at Jardine and a removed signal. Incorporating ADA compliant sidewalks along this stretch of Corridor between Washington Boulevard and Stevens Place was the only deficiency remaining and could improve if funds were available.

It was also noted that the characteristics of the Atlantic Corridor south of Washington Boulevard are very industrial and unimproved to Vernon. The stretch north of Washington



Blvd includes residential cross streets as well as schools. A major issue as Atlantic goes under the railroad near a Pennington is a drainage deficiency due to the grade change. The study will look at a concept that improves the physical, technical, and aesthetic features of this area.

North of Stevens Place, the team should assume that the I-5 bridge along Atlantic Blvd. will be replaced as part of the freeway widening project. Therefore, a more comprehensive interchange improvement at the Atlantic/Eastern/Telegraph "mixmaster" should be considered as part of a larger more comprehensive project (outside of this planning study). To date, limited concepts at the "mixmaster" have been developed and include a northbound to eastbound exclusive right turn lane. Currently, there isn't room for bike lanes, but continuity will still be considered via the City's Bicycle and Pedestrian Plan. The City will provide the CAD drawings for the team.

Considerations for not only capital costs of constructing improvements but also maintenance costs will be documented as part of the study.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated.

Meeting #3

On Monday, September 14, 2020, a third meeting was held with the City of Commerce. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each if agencies enthusiasm and/or input regarding feasibility to



develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Lastly, the meeting was to confirm that all comments had been incorporated into the various documents based on the July 2020 TAC meeting for the Corridor. GCCOG staff shared the updated Focus Area exhibit along the Atlantic Corridor under Pennington Way..

GCCOG staff also shared the 710 EIR plan that includes blue shading to show the EIR footprint. Discussion yielded that the team could look at potential features, and shade them in pink, that are in the nexus to the I-710 which would expand the focus area and include the City of Vernon. It was noted that the team would update the exhibit that connects to Vernon. Exhibits were shared to show how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

City staff noted that there are two flooding issues including this specific area as well as by 26th Street. It was also noted that there is a raised median from Washington to Stevens Place as well as the new signal at Jillison Avenue which is now operational.

The City also noted they wish to drop the bicycle lanes north of Washington Boulevard due to safety concerns and to divert traffic over to Wilma and Kellen within the City boundary.

It was noted that no drawings for the "mixmaster" would be prepared as the city is only looking at lien adjustments at this time. They are hopeful that part of the \$3.5 million in exchanged federal funds from the I-5 JPA might be able to also include the "mixmaster" in addition to Slauson Ave./Telegraph Road and the right turn onto Washington Blvd. from southbound Telegraph Road.

The GCCOG staff recommended that joint meetings between Commerce and Vernon take place to discuss and show the comprehensive merged focus area and the nexus to the 710, which will be developed as a Concept Focus Area.

3.2.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Commerce.

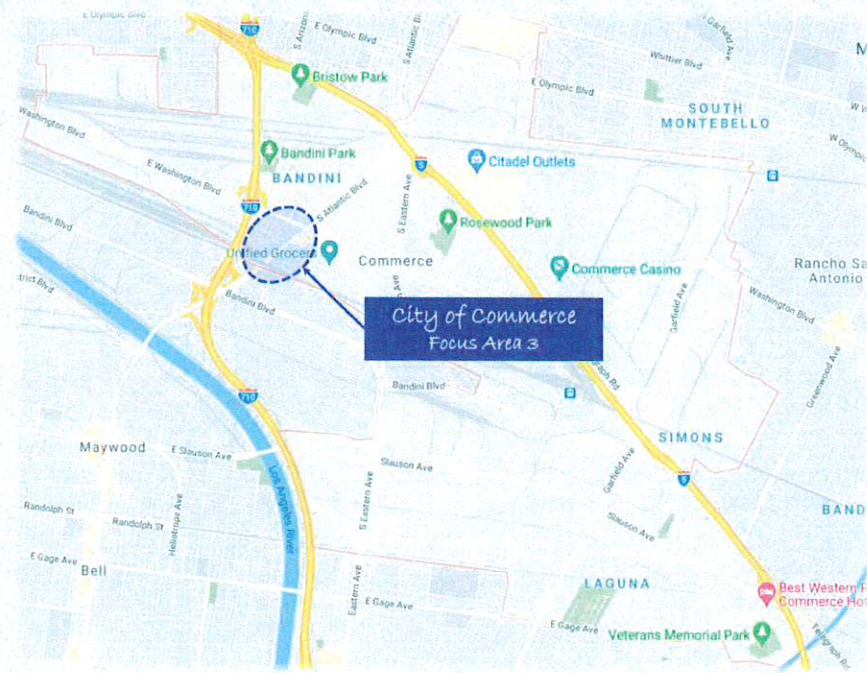




ATLANTIC BOULEVARD

City of Commerce

City Area Map

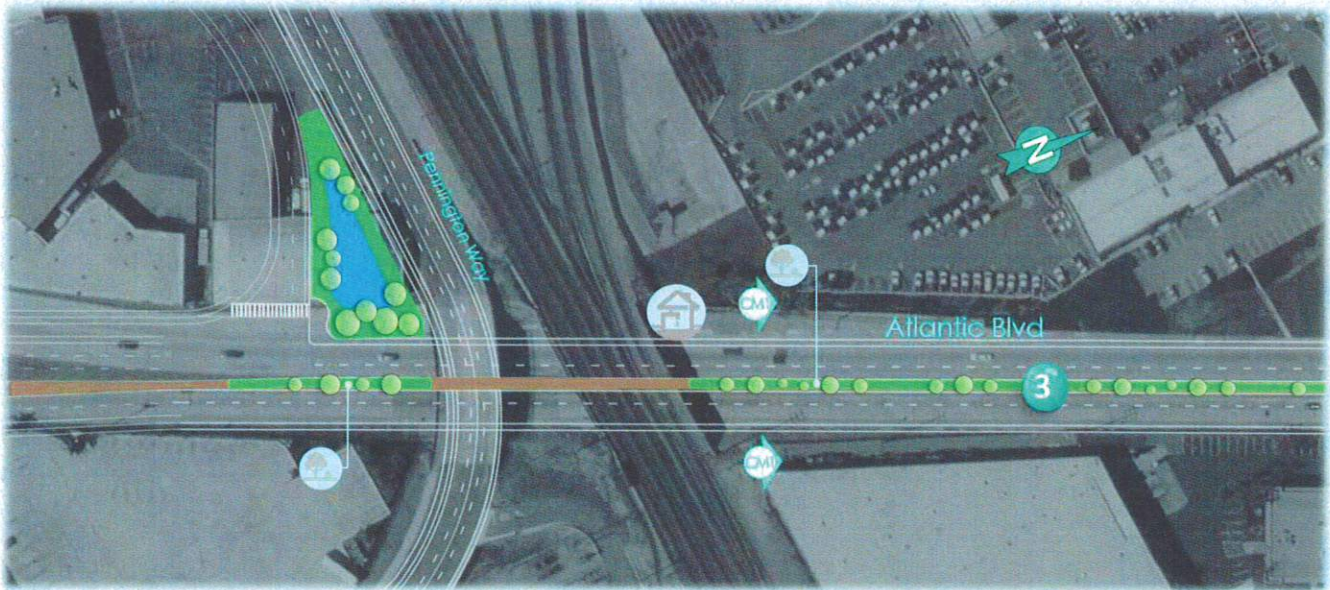




ATLANTIC BOULEVARD

North of Pennington Way (City of Commerce)

Focus Area 3
Exhibit



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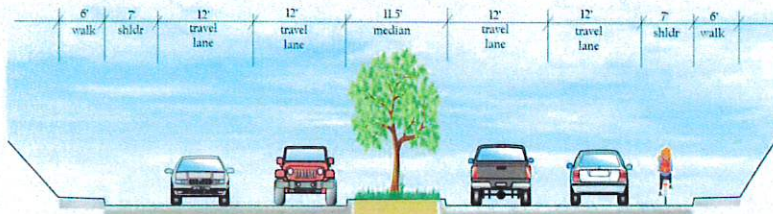
ATLANTIC BOULEVARD

North of Pennington Way (City of Commerce)

Focus Area 3
Exhibit



View Point 3



Section CMI

3.2.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Commerce was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	200,000	\$ 2	\$ 400,000
Pavement - Widening	SF	20,000	\$ 15	\$ 300,000
Enhanced Pavement	SF	140,000	\$ 20	\$ 2,800,000
Curb and Gutter Removal	LF	9,600	\$ 5	\$ 48,000
Curb and Gutter Construction	LF	9,600	\$ 30	\$ 288,000
Median Curbs including removal	LF	9,600	\$ 35	\$ 336,000
Curb Ramps	EA	40	\$ 3,500	\$ 140,000
Driveways	SF	6,000	\$ 8	\$ 48,000
Sidewalk	SF	21,500	\$ 6	\$ 129,000
Enhanced Sidewalk	SF	7,500	\$ 12	\$ 90,000
Sidewalk Railing	LF	350	\$ 50	\$ 17,500
Tree Removal	EA	150	\$ 500	\$ 75,000
Tree Replacement	EA	150	\$ 2,500	\$ 375,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,650,000	\$ 3,650,000
Distribution Undergrounding Utilities	LS	1	1,200,000	\$ 1,200,000
Street Light Replacement	EA	60	5,000	\$ 300,000
Traffic Signal Mod.	EA	7	150,000	\$ 1,050,000
Grading	CY	9,000	15	\$ 135,000
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	-	15,000	\$ -
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	\$ 1,325,000
Signing and Striping	LF	8,500	10	\$ 85,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	110,000	\$ 110,000
Special Features - Pump Station	LS	1	8,000,000	\$ 8,000,000
Subtotal (rounded)				\$ 21,132,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 529,000	\$ 529,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 21,761,000
Contingency (20%)				\$ 4,353,000
Estimated Construction Capital				\$ 26,114,000
Preliminary Engineering & Environmental	3%		\$	784,000
PS&E	9%		\$	2,351,000
Construction Management	8%		\$	2,090,000
Admin	5%		\$	1,306,000
Subtotal Soft Costs				\$ 6,529,000
Estimated Total				\$ 32,643,000



3.3 City of Vernon

The City of Vernon is located between Commerce and Maywood. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities, as well the widening of the bridge over the LA River, are shown within the focus area concept maps. The Atlantic Corridor traverse is the 710 interchange as well as the Los Angeles River within the city. The City was interested in a special focus on complete street features that could be implemented within this area.

3.3.1 Data Collection and Review of Existing Conditions

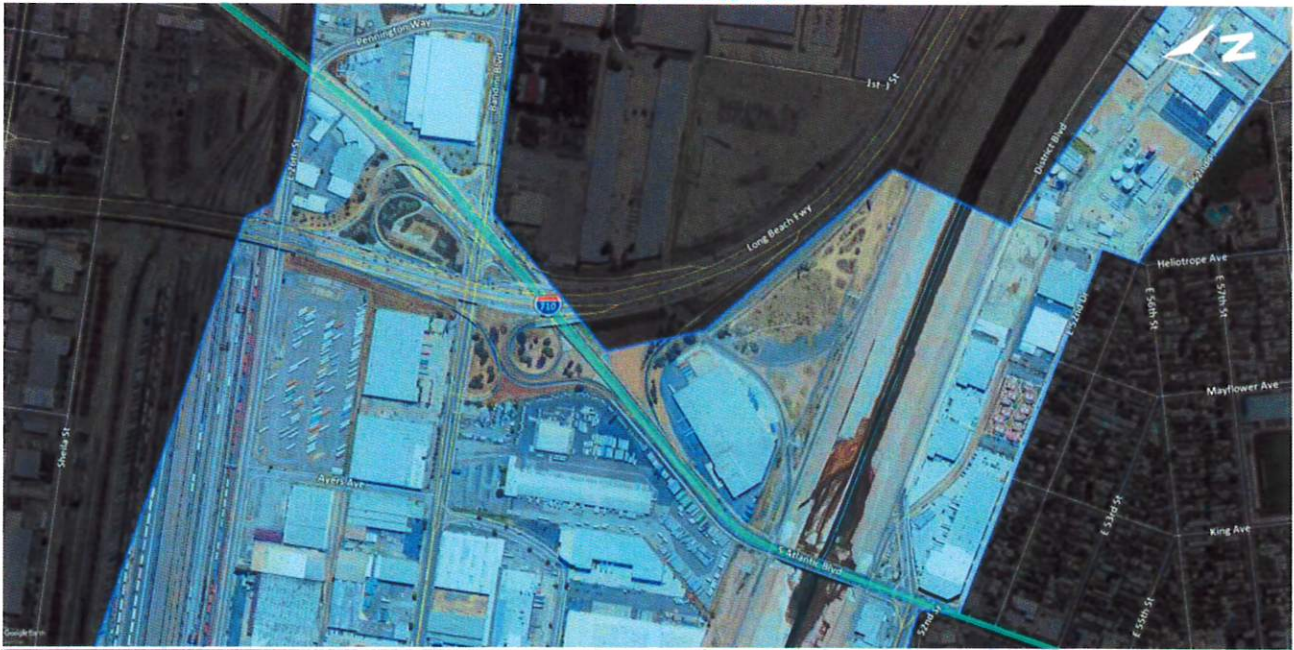
As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Vernon, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB width	NB width	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Pennington Way to Bandini Boulevard	80'-195'	2.95		2	2	4'-50' RCM	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	Undercrossing enter to 710 FWY
Bandini Boulevard to The LA River	70'-120'	3.18	3.58	3	3	4' RCM	10'	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	No	710 FWY overcrossing. Power lines and distribution on north bound from 710 FWY to north side of LA River
The LA River to District Boulevard	70'-100'	3.58		3	3	2'-10' RCM	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	None	Yes	No	No	710 FWY overcrossing. Power lines and distribution on north bound

Abbreviations: Avg: Average, LTL: Left Turn Lane, NB: Northbound, No.: Number, OH: Overhead, PM: Post Mile, RR: Railroad, RTL: Right Turn Lane, SB: Southbound, TWLTL: Two Way Left Turn Lane, RCM: Raised Center Median, Var: Varies

3.3.2 Project Meetings

Meeting #1

On Tuesday, January 14, 2020, a meeting was held with the City of Vernon staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Vernon.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Troy Schmidt	Southstar/GCCOG	Project Admin	troys@southstareng.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

It was noted that the City of Vernon reach recently received "tree city "status and was actively working to decrease their carbon footprint within the City.

Throughout the section, several opportunities presented themselves including the need for conductivity regarding bike lanes and urban greening, both to help with the City's evolving vision.

The Atlantic Corridor is a relatively short segment and extends from just south of the railroad bridge under crossing and 36th street under-crossing to just south of District Avenue.

Additionally, there are opportunities to improve access to both sides of the LA River. The team will utilize the City's LA River access plan as well as other nexus projects such as the 8-mile gap closure from the City of LA within our focus area. Additionally, a class 1 bike path adjacent to, but not along the Atlantic Corridor, will be considered as there are significant traffic and truck conflicts getting from the LA River through the I-710 and Bandini interchange.

Gateway City staff committed to providing a flyby model illustrating the incorporation of bike lanes into the study. The City of Vernon committed to providing current City bike studies and other planning documents.

A field review was performed from traveling southbound, within the City limits beginning near the two (2) underpasses north of Bandini Boulevard. In this section, the Atlantic Corridor has a raised center median with bridge columns in the center. The Corridor gets confusing near the overpass ramps onto I-710 at the Bandini Boulevard signalized intersection. The I-710 area is currently experiencing construction activity related to a maintenance project. The Atlantic Corridor is temporarily split for the I-710 ramp take off point in between. The Atlantic Corridor goes under the I-710 freeway, where the median narrows significantly and becomes raised. The posted Speed limit is 35 MPH.



A Railway crossing is located just east of the LA River running north-south just east of the LA River bridge crossing. There is also a signalized Bicycle route along LA River on western side. The City limit is at the District Avenue signalized intersection.

Meeting #2

On June 1, 2020, a second meeting with the City of Vernon was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The toolbox of typical sections to be used along the Corridor were shared, as well as exhibits for the I-710 interface and elements from the Livability Study area. These exhibits detailed elements including not only complete streets but also opportunities related to public art, public health, connectivity including the LA River and open space opportunities. The goal is to blend the funding to maximize opportunities.

It was noted that the Team is also identifying water resource opportunities to look for additional funding. Funding opportunities could include Measure R for the 710 area, Measure W, and/or Proposition 1 and 68 funds via the RMC. An exhibit shown on the following page, illustrates the tributary area to the LA River, potential urban greening including connectivity integration planning. It was made clear that that the transportation footprint of the watershed is about 40%, but in Vernon's case, it's likely higher due to not having a residential area. Thus, this reach might have significant watershed opportunities which can enhance the aesthetics.

An example was shown for the Atlantic Corridor that identified water resources along it, and for Vernon, the project focus area includes the entire stretch through the City, where significant opportunity exists within possible remnant and open spaces. The exhibit developed includes a Class 1 facility showing the connectivity across the LA River, including a widening of the existing structure to incorporate a 12' bike lane (which could be reduced), but was developed for planning purposes. The pinch point at the rail crossing was shown that extended into Commerce. For Maywood to the south, Class 2 bike lanes are shown, which shows full connectivity from both the north and south of the City limits. The goal is to also provide water quality features, parklets, trees, etc. to dress up the Corridor in the remnant areas. And the areas within the Edison Corridor, trees and water quality features could also be incorporated.



The CAD file includes various renderings that includes a 3D model to show to the public and/or Council to show what's being proposed. Additional beautification elements will be overlaid to the draft drawings.

At this point, the goal is to be sure that the concept is acceptable at matching the City's expectations. The City liked the concept and was comfortable with the progress. The schedule was reviewed including the next steps.

Meeting #3

On Monday, September 21, 2020, a third meeting was held with the City of Vernon.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity. Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

The exhibits within Commerce that connect to Vernon were shared to show how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

Lastly, it was recommended that our next agency meeting could be a joint meeting between Commerce and Vernon to be able to show the comprehensive merged focus area and the nexus to the 710.

3.3.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.



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ATLANTIC BOULEVARD

City of Vernon

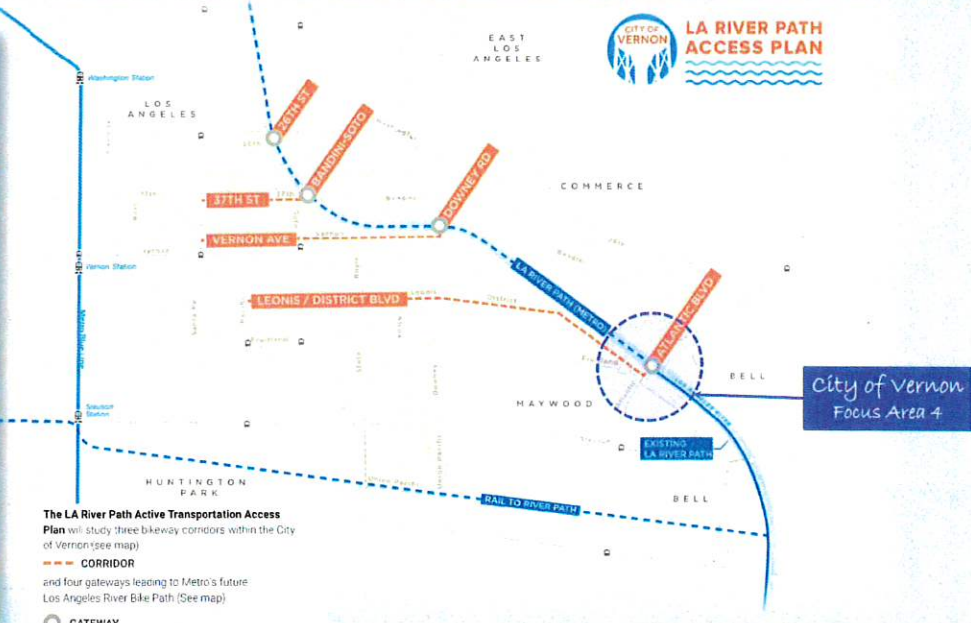
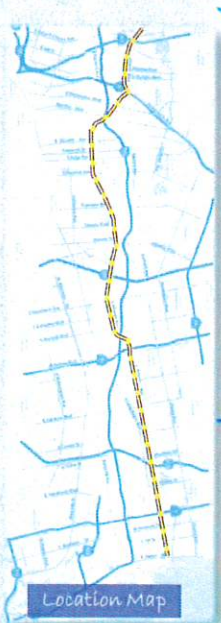
City Area Map





ATLANTIC BOULEVARD (City of Vernon)

Focus Area 4
Exhibit



The LA River Path Active Transportation Access Plan will study three bikeway corridors within the City of Vernon (see map)
--- CORRIDOR
and four gateways leading to Metro's future Los Angeles River Bike Path (See map)
○ GATEWAY

City of Vernon
Focus Area 4

Area Map



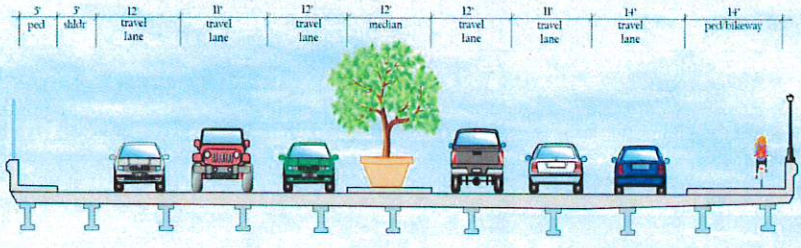
ATLANTIC BOULEVARD

At LA River (City of Vernon)

Focus Area 4
Exhibit



View Point 4



Section VI

3.3.4 Order of Magnitude Cost Estimate

The cost estimate for the City of Vernon was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	122,000	\$ 2	\$ 244,000
Pavement - Widening	SF	58,000	\$ 15	\$ 870,000
Enhanced Pavement	SF	132,000	\$ 20	\$ 2,640,000
Curb and Gutter Removal	LF	6,000	\$ 5	\$ 30,000
Curb and Gutter Construction	LF	6,000	\$ 30	\$ 180,000
Median Curbs including removal	LF	3,000	\$ 35	\$ 105,000
Curb Ramps	EA	25	\$ 3,500	\$ 87,500
Driveways	SF	125	\$ 8	\$ 1,000
Sidewalk	SF	30,000	\$ 6	\$ 180,000
Enhanced Sidewalk	SF	3,300	\$ 12	\$ 39,600
Sidewalk Railing	LF	190	\$ 50	\$ 9,500
Tree Removal	EA	-	\$ 500	\$ -
Tree Replacement	EA	92	\$ 2,500	\$ 230,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	8,000,000	\$ 8,000,000
Distribution Undergrounding Utilities	LS	1	3,000,000	\$ 3,000,000
Street Light Replacement	EA	32	5,000	\$ 160,000
Traffic Signal Mod.	EA	2	150,000	\$ 300,000
Grading	CY	3,250	15	\$ 48,750
Drain Inlets - Includes Connector Pipe	EA	10	10,000	\$ 100,000
Transit Stops	EA	-	15,000	\$ -
Bike Lockers	EA	-	10,000	\$ -
Landscape and Irrigation (drought tolerant)	SF	33,500	25	\$ 837,500
Signing and Striping	LF	3,200	10	\$ 32,000
Monument Signage	EA	-	20,000	\$ -
Storm Water Treatment	LS	1	100,000	\$ 100,000
LA River Bridge	LS	1	50,000,000	\$ 50,000,000
Subtotal (rounded)				\$ 67,195,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 1,680,000	\$ 1,680,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 68,975,000
Contingency (20%)				\$ 13,795,000
Estimated Construction Capital				\$ 82,770,000
Preliminary Engineering & Environmental	3%		\$	2,484,000
PS&E	9%		\$	7,450,000
Construction Management	8%		\$	6,622,000
Admin	5%		\$	4,139,000
Subtotal Soft Costs				\$ 20,693,000
Estimated Total				\$ 103,463,000



3.4 City of Maywood

The City of Maywood is located between Vernon and Bell. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bio swells, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps. The city of Maywood focused on pedestrian and safety enhancements along Atlantic Avenue including a roundabout on the west side of 53rd Street. Enhanced crosswalk improvements were also proposed at 58th, 57th, 56th and 55th Streets. A bicycle lane is also proposed on both sides of the Corridor throughout the City.

3.4.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Maywood, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
East 52nd Drive to East 52nd Place	90'	3.77		2	2	11' painted TWLTL	10'	0'	0'	0'	No	No	Yes	Yes	No	Yes	No	No	Yes	None	No	No	
East 52nd Place to East 53rd Street	85'-90'	3.81	3.87	2	2	11' TWLTL/RCM Landscaped Width Var	10'	0'	0'	0'	No	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees
East 53rd Street to East 55th Street	85'	3.87		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
East 55th Street to East 56th Street	85'	3.94	4.01	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Power lines (W/E) on north side of 56th Street
East 56th Street to East 57th Street	85'	4.01		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
East 57th Street to East 58th Street	85'-90'	4.07	4.14	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
East 58th Street to Slauson Avenue	90'-95'	4.14		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees
Slauson Avenue to East 59th Place	95'	4.21	4.27	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees
East 59th Place to East 60th Street	95'	4.27		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
East 60th Street to East 61st Street	95'	4.34	4.46	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
East 61st Street to Randolph Street	95'	4.46	4.60	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0'	0'	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Power lines (W/E) on south side of 61st Street. Transmission lines (W/E) on north side of Randolph Street

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.4.2 Project Meetings

Meeting #1

On Thursday, February 20, 2020, a meeting was held with the City of Maywood staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Maywood. A follow up meeting was held on April 23rd over Zoom to continue the discussion cut short due to pandemic constraints:

Name	Agency/Firm	Title	Email
David Mango	City of Maywood	Building & Planning Director	david.mango@cityofmaywood.org
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Nicole Jules	Interwest Group	City Traffic Engineer	njules@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

Several years ago, the City of Maywood looked into multimodal improvements along Slauson Avenue and applied for a Caltrans ATP grant. Caltrans denied the application request because they felt that the vehicular volumes were too high along the Corridor and they didn't think adding a bicycle facility was workable. The City was willing to reduce the median width as part of the ATP application. Yet, Caltrans did not want a reduction of lanes. It was also noted that the Slauson Avenue Bikeway is included in the GCCOG Strategic Transportation Plan (STP).

Along the Atlantic Corridor, the City noted that if a bicycle lane is to be implemented, that the Corridor would need to maintain 2 lanes in each direction, along with the parking on both sides of the street. Parking is a premium (on-street) along the entire Corridor. The Atlantic Corridor/ Slauson Avenue intersection has many uses (businesses), and there is minimal available right of way. Any improvements could require working with property owners and property acquisition. From a political standpoint, the Council has remained supportive as leadership changes, and still believes it is a high priority to implement complete streets and transform Maywood into a more livable City. Additionally, traveling northbound along the Atlantic Corridor approaching Slauson Avenue, the NB to WB demand is very heavy and the length of the left turn bays is insufficient, resulting in spill over and traffic backing up in the northbound direction. East 59th Place also has unusual turn movements.

From the broader Corridor standpoint and starting at the north end of the Atlantic Corridor, there's industrial uses from E 56th Street to the Southern City limits, and right of way is limited. Along the Atlantic Corridor there's significant pedestrian activity with the primary movement being east to west, as there are many activity generators on the west side, including Maywood Center for Enriched Studies and the Starbucks at 58th Street. The City is investigating one-way couplets between 58th and 57th, with this potential concept progressing further for City Council consideration once Covid-19 restrictions lift.



It was also noted that the Corridor has significant transit users. Additionally, east 56th and 58th street signalized intersections could benefit from complete street elements to get folks from the east to the west. The Corridor extends down to the intersection at Randolph Street. The City of Maywood owns and maintain the north side (while the City of Bell maintains the south side). The signal is maintained by the City of Bell.

It is noted that the GCCOG Study will address the transition from the City of Vernon into the City of Maywood, via an exhibit as part of our coordination with the City of Vernon.

Subsequent to the completed ATP application for the Slauson Avenue Bicycle Plan, the City initiated the Slauson Avenue Corridor Improvements Project which will enhance intersection operations by implementing left-turn phasing at signalized intersections. This project was approved by the 710 TAC, and Metro executed a funding agreement. The agreement included several intersections identified by the I-710 EIR as deficient. The Slauson Avenue Corridor Improvements Project includes the intersection of Atlantic Blvd and extends westerly to the City's western City limits near Maywood Avenue. The City was aware that the GCCOG Study may be able to help facilitate complete street concept(s) along the Atlantic Blvd. Corridor and specific to this intersection, which would provide value to the City. Based on the discussions with the City of Maywood, the Atlantic Blvd./ Slauson Avenue Intersection itself appears to be the best choice for a "Focus Area." Cyclists traveling on the Atlantic Corridor will go east along Slauson Avenue toward to LA River, to reach the larger bicycle facility, so this connection is important.

The City of Maywood has the following signalized intersections along Atlantic Blvd:

- 61st Street
- 60th Street
- Slauson Avenue
- 58th Street
- 57th Street
- 55th Street

Pedestrian use of sidewalks and crosswalks is light around the signalized intersections, however, heavier near the commercial district at Slauson Avenue and more prevalent on the weekends. Additionally, there were also pedestrians observed utilizing the bus shelters at the various stops. Some homeless were observed. Transit services included Metro Bus rapid transit and Metro Lines 260, 611 and 762. Generally, there were two lanes in each direction along the Atlantic Corridor with a center divided landscaped median with left turn pockets.

Both sides of the road have street lighting. Maywood Elementary school is located on the west side of the Corridor between E. 52nd and E. 53rd streets, linking both sides of the Atlantic Corridor with a pedestrian overcrossing. Both jurisdictional boundaries have a city of Maywood Public Art entryway. The posted speed was 35 mph. Additionally, there were some parking restrictions on both sides of the roadway, including No parking 2 AM to 6 AM and two-hour parking 7 PM to 6 pm (except Sundays).



Meeting #2

On Thursday, May 28, 2020 a second meeting was held with the City of Maywood staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
David Mango	City of Maywood	Building & Planning Director	david.mango@cityofmaywood.org
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Nicole Jules	Interwest Group	City Traffic Engineer	njules@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koiconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the roundabout at 53rd including right-in and right-out features near the school. The team was still working on an exhibit to show a series of one-way streets discussed at the initial meeting including the opportunities for roundabouts and class II bike lanes.

Another general exhibit included the livability footprint area that ties into the LA River, as well as a concept to continue north on the Corridor, into the City of Vernon, incorporating a class I bicycle lane, and extending it into the City of Commerce.

It was noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

A discussion regarding various funding opportunities took place specifically with regard to how the City might need to assist or participate in requesting grant funds to implement the concept. It was noted that Metro Measure R funding would likely fund the I-710 interchange to Alondra Blvd. Additionally, ATP funds could be sought for the Class 1 bike lanes as well as RMC funds including proposition 1 and 68 could be sought for storm water features. Urban greening elements could also be funded through grant opportunities.

Corridor wide considerations regarding connectivity and continuity along the 20 mile stretch of Atlantic Corridor was an important goal to the City. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or



wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own preferences as the Study can only make recommendations could not be mandated.

Meeting #3

On Wednesday, September 23, 2020, meeting #3 was held with the City of Maywood. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Jennifer Vazquez	City of Maywood	City Manager	Jennifer.Vasquez@cityofmaywood.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.mostahkami@transtech.org
Okan Demirci	Transtech	Engineering Consultant	okan.demirci@transtech.org
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Another Corridor wide consideration that was discussed was the need for a bicycle connectivity table, within the report that includes the proposed bike facilities, by agency, and by class type along the Corridor, including the gaps (if any) and the recommendation for rider continuity.

Lastly, it was noted that a complete street is also a Green Street. Opportunities for tree gutters, bioswales and water quality systems, are all part of the treatment train, and should be considered as part of this project.

The first exhibit reviewed was the Atlantic Corridor section between 58th to 53rd streets including the active transportation component. This section included 10-foot travel lanes, a 7-foot bicycle lane and a variable 3 to 10-foot landscape median. It was noted that maintaining parking was very important and that room for class II bike lane and bus



turnouts would be preferred if possible. There's a concern of high volumes of vehicles and pedestrians within this specific section. Conceptually, Jennifer Vasquez felt the concept was good. Direction was provided to add a crosswalk at 53rd Street, on the Focus Area concept sheet. It was also noted that for all proposed bus turnouts, that concrete pads would be used in the overall project cost estimate. Further discussion included the possibility of putting the bikes behind the parking on a curb/protected area as a Class 1 or 4 (cycle track with verticals separation) bicycle facility. Concern regarding Atlantic Corridor being an official truck route was also brought up, noting that if it is, 10-foot travel lanes may be inadequate. The research would be done to confirm if the Corridor is an officially designated truck route.

3.4.3 Concept Area Focus Area Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Maywood.

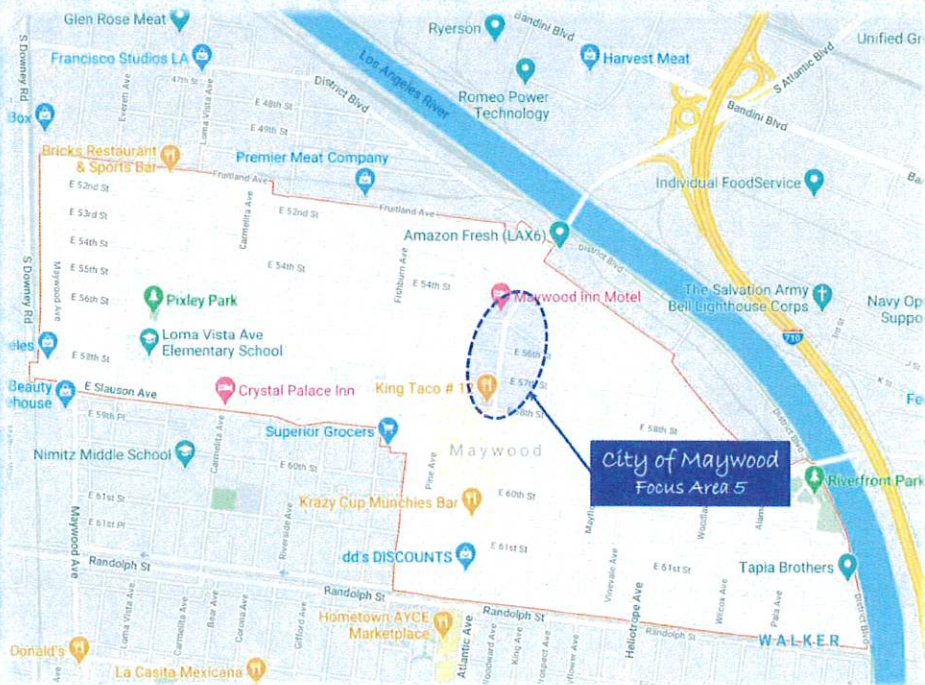




ATLANTIC BOULEVARD

City of Maywood

City Area Map



GATEWAY CITIES

ATLANTIC BOULEVARD

58th Street to 53rd Street (City of Maywood)

Focus Area 5
Exhibit

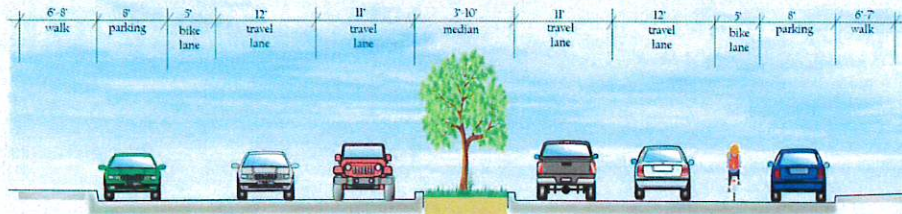


ATLANTIC BOULEVARD

58th Street to 53rd Street (City of Maywood)



View Point 5



Section M1

3.4.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Maywood was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	100,000	\$ 2	\$ 200,000
Pavement - Widening	SF	34,000	\$ 15	\$ 510,000
Enhanced Pavement	SF	2,000	\$ 20	\$ 40,000
Curb and Gutter Removal	LF	7,500	\$ 5	\$ 37,500
Curb and Gutter Construction	LF	7,500	\$ 30	\$ 225,000
Median Curbs including removal	LF	6,000	\$ 35	\$ 210,000
Curb Ramps	EA	44	\$ 3,500	\$ 154,000
Driveways	SF	5,200	\$ 8	\$ 41,600
Sidewalk	SF	15,800	\$ 6	\$ 94,800
Enhanced Sidewalk	SF	5,500	\$ 12	\$ 66,000
Sidewalk Railing	LF	260	\$ 50	\$ 13,000
Tree Removal	EA	110	\$ 500	\$ 55,000
Tree Replacement	EA	100	\$ 2,500	\$ 250,000
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	2,710,000	\$ 2,710,000
Distribution Undergrounding Utilities	LS	1	500,000	\$ 500,000
Street Light Replacement	EA	45	5,000	\$ 225,000
Traffic Signal Mod.	EA	6	150,000	\$ 900,000
Grading	CY	1,900	15	\$ 28,500
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	30,000	25	\$ 750,000
Signing and Striping	LF	4,500	10	\$ 45,000
Monument Signage	EA	-	20,000	\$ -
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 7,556,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 188,900	\$ 189,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 7,845,000
Contingency (20%)				\$ 1,569,000
Estimated Construction Capital				\$ 9,414,000
Preliminary Engineering & Environmental	3%		\$	283,000
PS&E	9%		\$	848,000
Construction Management	8%		\$	754,000
Admin	5%		\$	471,000
Subtotal Soft Costs	25%		\$	2,354,000
Estimated Total			\$	11,768,000



3.5 City of Bell

The City of Bell is located between Maywood and Cudahy. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. The city of Bell was already the furthest along in the development of their own master plan along the Corridor including a plan for upgraded landscaping in immediate and new signage. This study focused on the Gage/Atlantic intersection where there remained additional opportunities for enhanced landscape medians and pedestrian enhancements to help complete the street.

3.5.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Bell, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps assess whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Randolph Street to East Gage Avenue	95'	4.60		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	Landscape with vegetation, Palms and Trees Transmission lines (W/E) on south side of Randolph Street. RR cross
East Gage Avenue to Bell Place	95'	4.84	5.04	2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Bell Place to Bell Avenue	95'	5.04		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Bell Avenue to Brompton Avenue	95'	5.09	5.16	2	2	LTL	10'	10'	0	0	No	Yes	Yes	Yes	No	Yes	No	No	None	None	No	No	
Brompton Avenue to Beck Avenue	95'	5.16		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Beck Avenue to Florence Avenue	95'	5.24	5.39	2-3	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	None	None	No	No	Landscape with vegetation, Palms and Trees Transmission lines (W/E) on south side of Florence Avenue

Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB					
Florence Avenue to Walnut Street North	90'	5.39	5.46	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.5.2 Project Meetings

Meeting #1

On Wednesday, January 31, 2020, a meeting was held with the City of Bell staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Bell:

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

City staff met with the GCCOG team to discuss potential focus areas and existing conditions. It was noted that the City of Bell has developed a master plan for the segment of the Atlantic Corridor. It will consist of 2 lanes running each direction, upgraded landscaping in the medians and new signage for entry. The existing parkways will be upgraded with new streetlights and new trees. Landscaped bulb outs will be constructed along Atlantic. The City also has determined street parking to be essential, therefore any bike lane construction would need to adhere to number 2 lanes throughout City jurisdiction. The City has created an as-needed committee to review and approve any improvements brought to the City Council. Bell provided their community with opportunities for participation by showcasing the master plan draft at community functions. City staff offered to share the master plan with the GCCOG team. Estimated cost is around \$7 million.

The City has the following signalized intersections:

1. Signalized intersection at shopping center driveway and Atlantic Avenue.
2. Signalized intersection at Brompton Avenue and Atlantic Avenue.
3. Signalized intersection at Bell Avenue.
4. Signalized intersection at Gage Ave, and a City property appears to be at the South-West corner.
5. Signalized intersection at Bell Plaza In front of the Plaza, there is no parking at any time. Also, "no truck parking at any time" are posted signs in the city of Bell.
6. Signalized intersection at Randolph, split by railroad tracks. Inside parking between railway & road.

There are generally two lanes each direction with a center raise median, two-hour parking 8 to 6 PM. Transit lines include Metro lines 260 and 762 and Metro Rapid going southbound.



Meeting #2

On Tuesday, May 19, 2020, a second meeting was held with the City of Bell staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The meeting included a recap of the kickoff meeting noting the meeting minutes write up, the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The City prepared their own Atlantic Master Plan package, which is 100% designed and is ready for construction, upon the receipt of funding. City Council was instrumental in the selection of various features including the plant palette, bus shelter designs, and bench aesthetics. The master plan Project includes an unsigned bicycle lane sharing the number 2 lane, as parking needed to be preserved along the Corridor.

The Focus Area for the City is the Gage/Atlantic Intersection. It includes a pocket park and significant transit features. The City also applied for a water grant to build the Maxwell intersection and to include inverse drainage in the planters rather than discharging stormwater in the streets. The project has 100% plans but can be broken into independent design packages, or phased, depending on the type of funding obtained. The design packages can include a street portion and/or drainage, stormwater, and water quality portion or it can be all constructed all in one contract.

The City forwarded the design package and overview concept as well as the tree planting pallets will be forwarded from their landscape consultant.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. All jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated. The City was opened to sharing many of their complete street features with the other jurisdictions to provide ideas and/or ways of providing continuity along the Corridor.



Meeting #3

On Monday, September 21, 2020, a third meeting was held with the City of Bell.

It was noted that this meeting is an informal check-in and not in officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The purpose of the meeting was to go over progress along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity. Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each if agencies enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Because the City has a complete street plan developed for implementation, the Team is analyzing how additional features could be layered onto the project (post construction) to augment the Corridor with additional benefits. The idea of 710 early action was also briefly discussed, regarding how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

3.5.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Area for the City of Bell.

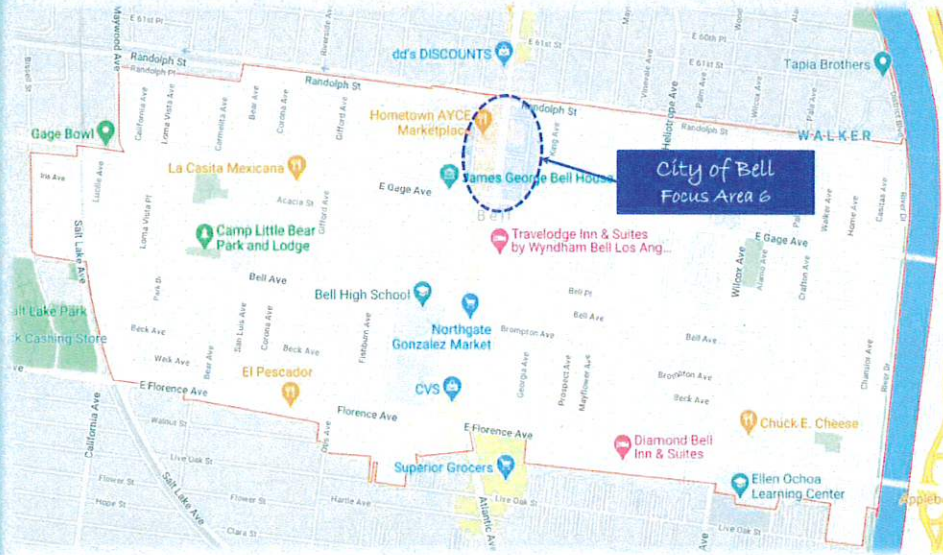




ATLANTIC AVENUE

City of Bell

City Area Map





ATLANTIC AVENUE

Gage Ave to south of Randolph St (City of Bell)

Focus Area 6
Exhibit



3.5.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Bell was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Bell:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	-	\$ 2	\$ -
Pavement - Widening	SF	25,000	\$ 15	\$ 375,000
Enhanced Pavement	SF	25,000	\$ 20	\$ 500,000
Curb and Gutter Removal	LF	4,200	\$ 5	\$ 21,000
Curb and Gutter Construction	LF	4,200	\$ 30	\$ 126,000
Median Curbs including removal	LF	3,360	\$ 35	\$ 117,600
Curb Ramps	EA	36	\$ 3,500	\$ 126,000
Driveways	SF	5,000	\$ 8	\$ 40,000
Sidewalk	SF	15,000	\$ 6	\$ 90,000
Enhanced Sidewalk	SF	5,300	\$ 12	\$ 63,600
Sidewalk Railing	LF	250	\$ 50	\$ 12,500
Tree Removal	EA	105	\$ 500	\$ 52,500
Tree Replacement	EA	105	\$ 2,500	\$ 262,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,500,000	\$ 3,500,000
Distribution Undergrounding Utilities	LS	1	950,000	\$ 950,000
Street Light Replacement	EA	50	5,000	\$ 250,000
Traffic Signal Mod.	EA	7	150,000	\$ 1,050,000
Grading	CY	1,400	15	\$ 21,000
Drain Inlets - Includes Connector Pipe	EA	12	10,000	\$ 120,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	16,800	25	\$ 420,000
Signing and Striping	LF	4,200	10	\$ 42,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 8,450,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 211,250	\$ 212,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 8,762,000
Contingency (20%)				\$ 1,753,000
Estimated Construction Capital				\$ 10,515,000
Preliminary Engineering & Environmental	3%		\$	316,000
PS&E	9%		\$	947,000
Construction Management	8%		\$	842,000
Admin	5%		\$	526,000
Subtotal Soft Costs	25%		\$	2,629,000
Estimated Total				\$ 13,144,000



3.6 City of Cudahy

The City of Cudahy is located between Bell and South Gate. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. It was noted that the city is interested in a Corridor revitalization including the possibility for moving the City Hall to an adjacent property along the Atlantic Corridor. It should be noted that bicycles are still required to share the traffic lanes through this section as there was not adequate room based on the various city priorities to fit in bike lanes. Shared travel lanes, which provides equal priority for bikes and cars, or sharrows, are proposed along the Corridor through the City. Additionally, complete street elements such as bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.6.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Cudahy, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Curb-to-Curb Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH UTILITIES		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Florence Avenue to Walnut Street North	90'	5.39	5.46	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Walnut Street North to Live Oak Street	90'	5.46	5.55	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Live Oak Street to Hartle Avenue	90'	5.55	5.60	2	2	0	11'	10'	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Trees. Transmission lines (W/E) on south side of Clara Street
Hartle Avenue to Clara Street	90'	5.60	5.68	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Clara Street to Elizabeth Street	95'	5.71	5.88	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Elizabeth Street to Santa Ana Street	90'	5.60	5.68	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Santa Ana Street to Cecilia Street	90'	6.04	6.18	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Cecilia Street to Ardine Street	90'	6.18	6.32	2	2	0	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
Ardine Street to Patata Street	90'	6.32	6.42	2	2	0	10'	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

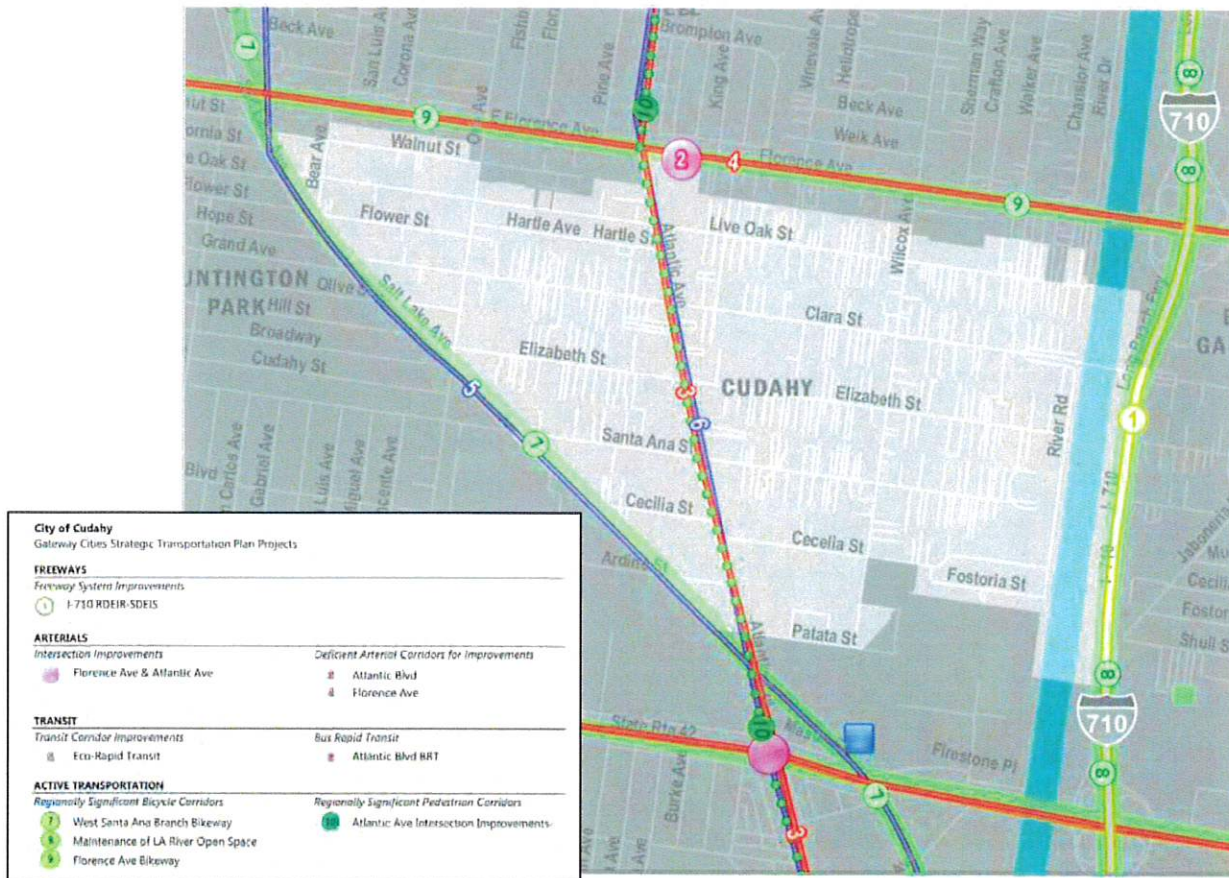
3.6.2 Project Meetings

Meeting # 1

On Tuesday, January 28, 2020, a meeting was held with the City of Cudahy staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Cudahy.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The City of Cudahy plans to convert the Atlantic Corridor to a mixed-use Corridor in the upcoming year based on their recent passing of their General Plan. The project was intended to provide Class 4 bike lanes but due to push back, at the time, from adjacent cities including South Gate and Bell, it was deleted from the scope of work and Class 2 bike lanes were envisioned along the Corridor. The pushback was "at the time" and the Cities of South Gate and Bell have changed their opinion and are open to bicycle lanes



if they can safely fit. The City also expressed interested in creating a Downtown Area. There are a few City owned properties available, as well as the LA County Social Services Building. The County is interested in transferring the building to the City, in which the City is considering options such as City Council chambers, a library or senior center. This has been an ongoing coordination with Supervisor Solis's office the timing is unknown. The County property is located between Santana and Cecilia Street.

The City has three sources of funding for the Atlantic Corridor project including a Metro approved Funding Agreement (FA). This grant requires a 35% match or approximately \$1.3 million of which STPL funds, Prop C fund and Measure Local Return have been identified for the match, but the City would rather not use these funds if other funding opportunities become available. The City has also received an ATP Cycle 2 grant.

The City's Corridor Project team is preparing to move into the design concepts phase in which a CEQA environmental document will be required. Our team will help coordinate with the City in their development of the concept design and the complete street features being promoted by the Gateway Cities COG, Metro, and the entire region. The City is interested in opportunities including green streets, art and public places and traffic and pedestrian safety.

There are several funding challenges that the City faces including the desire to utilize other funds for the Metro Funding Agreement (FA) match funds that would reduce their City's burden in completing the project. Additionally, the City face is a huge financial challenge with the Metro 3% Measure M contribution for the Eco-Rapid stations both at



the South Gate southern end, as well as at the north end in Huntington Park, which require a proportional contribution of 3% funding contribution to Metro based on track mileage within 1 mile each direction of the Eco-Rapid stations. The way the Metro Measure M guidelines are written, the City will either have to contribute 3% of their proportional station cost based on track mileage, or they need to give up and allow Metro to keep the City's Measure M Local Return for a maximum of 15 years. A possible opportunity to reduce this burden on the City would be to help develop, and possibly fund, a station area planning concept that could extend from the Station as part of a 1st/last mile strategy. This concept would need to be incorporated into Metro's design footprint for the area to possibly provide credit toward the 3% contribution. This would need to be further coordinated with Metro.

GCCOG staff committed to reviewing possible water quality and BMP features that would maximize Cudahy's ability to obtain Prop 1, Prop 68 RMC and or Measure W funds to help me match requirements and lower the 35% match. These could include linear bio swells, pervious areas and infiltration areas. With this information, GCCOG staff also committed to working with the cities design team to prepare to assist them in preparing their initial concept design elements which has an aggressive six (6) month schedule of completion of June 2020. This task would be GCCOG initial priority.

The City committed to providing the funding summary of the projects including the funding summary documents that were prepared including the scope and diagrams. They also committed to providing the drain/hydrology section within the area.

Goals resulting from the meeting included:

1. To help the City develop their Corridor Complete Street project (funded by the Metro Call for Projects) by providing input on the analysis and concepts regarding complete street elements and Green Street elements. The elements may also provide the benefit of being competitive for additional funding, this potentially reducing their local match requirement burden required by the Metro FA.
2. To focus on the Eco Rapid Station Area First – Last Mile Area - The Eco-Rapid station at the southern end of the City appears to have signings t opportunity for the development of a first last mile concept along the Atlantic Corridor. This concept could possibly be coordinated with the Metro design which could potentially reduce the City's 3% contribution required which also adds a beneficial project to the City. This Focus Area could reconsider Class 4 bike lanes connection and connectivity to the Eco-Rapid Station as well as reviewing the conditions near the Atlantic / Patata / Salt Lake intersection area. The Gateway City's team showed a few high-level illustration areas that appear to be areas of focus consistent with the above-described potential projects.

Field Review Observations:

- Signalized intersection of Cecilia Street and Atlantic Avenue. Cecilia Street has an offset eastbound direction versus westbound direction. Posted speed is 35 mph with two lanes in each direction and a center raised median.
- Signalized intersection at Santa Ana Street and Atlantic Avenue. Metro bus rapid station and metro lines 260 and 762. two-hour parking posted.



- Signalized intersection of Elizabeth Street and Atlantic Avenue. Metro line 260 running southbound. Two lanes in each direction with Center Landscape median and left turn pockets with parking on both sides.
- Signalized intersection at Clara Street and Atlantic Avenue.
- Signalized intersection at live Oak Street and Atlantic Avenue. Metro bus line 260 running northbound. Posted speed 35 mph.
- Signalized intersection of Florence Avenue and Atlantic Avenue.

Meeting # 2

On Thursday, June 18, 2020 a second meeting was held with the City of Cudahy staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Okan Demirci	Transtech	Traffic Planner	Okan.demirci@transtech.org
Karen Vigil	Transtech	Traffic Engineer	Karen.vigil@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineerr	kekoa@koaconsulting.net
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The purpose of the meeting was to revisit the concepts discussed at the initial meeting and to go over the exhibits developed to ensure that the Team was in alignment and progressing with the concepts discussed. Because City staff was not available for the meeting, the concepts specific to the Corridor were tabled for a later date.

Other exhibits included those related to the livability initiative and the area that ties into the LA River, as well as bicycle continuity. It was also noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

Corridor wide considerations regarding connectivity and continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding.



Meeting #3

On Wednesday, September 23, 2020, a third meeting was held with the City of Cudahy.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	KOA/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The status of the Atlantic Corridor complete street study was discussed. It was noted that there is still a lot of unknowns about the potential for converting the LA County social services location to a new City Hall complex between Cecilia Street and Santana. This could include not only the City Hall, but also an LA County library as well as a fire station. Aaron noted that he will request an update regarding the coordination between the Cudahy and supervisor Hilda Solis' office on this potential location.

The team also discussed ways of keeping all existing typical section elements including parking and travel lanes as well as keeping the mature trees along the Corridor, while trying to implement bike lanes. Based on the existing focus area, it was determined that by creating a right-in/right-out at Cecilia Street. Then the median could be significantly narrowed, while saving the mature trees, to provide enough room to incorporate an extra wide outside travel lane with sharrows for bicyclists and preserving the parking. The City was supportive of this idea. The team will revise the typical section and plan sheet.

The City noted that they have approximately \$3.2 million as part of a 2015 Call for Projects, ATP Cycle 3, which includes both state funds and a City match. This will allow the city to design and construct improvements consistent with the Atlantic Corridor typical section and plan created by this effort. They noted that once our plan is substantially complete, they will move into final design while we complete our study and report, in parallel.

It should be noted that for future consideration the Complete Street project with separated bike lanes could be reintroduced to the community and Council to garner support if both City of Bell and City of Southgate approved bike lanes along Atlantic Blvd and that a tie-in would be needed within the City of Cudahy. The installation of Bike lanes would provide continuity to extending bike travel to the north and south of the City as well as updating travel to transit stops as a first/last mile to reduce the amount of Measure M funds Cudahy would need to contribute with the future Stations in Southgate and Huntington Park. For now, the City is likely to only get stakeholder support for shared lanes that would allow for keeping on-street parking along Atlantic.



3.6.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Area for the City of Cudahy.

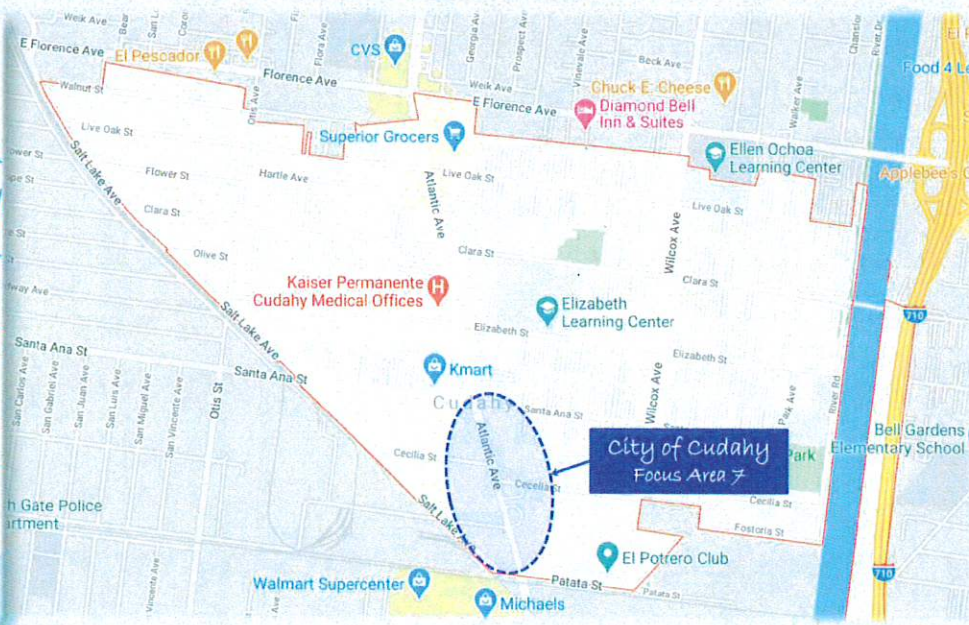




ATLANTIC AVENUE

City of Cudahy

City Area Map

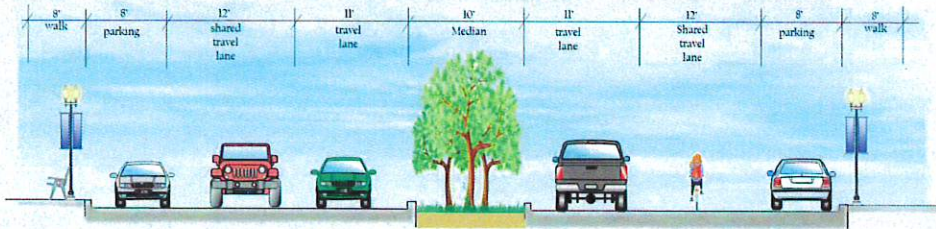
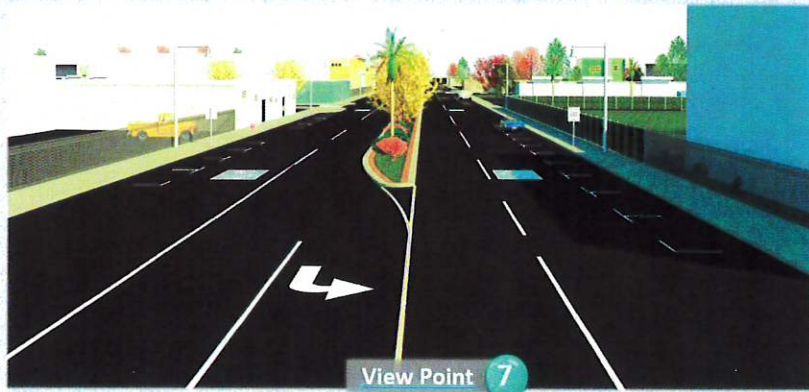




ATLANTIC AVENUE

Salt Lake Ave to Santa Ana St (City of Cudahy)

Focus Area 7
Exhibit



Section CD



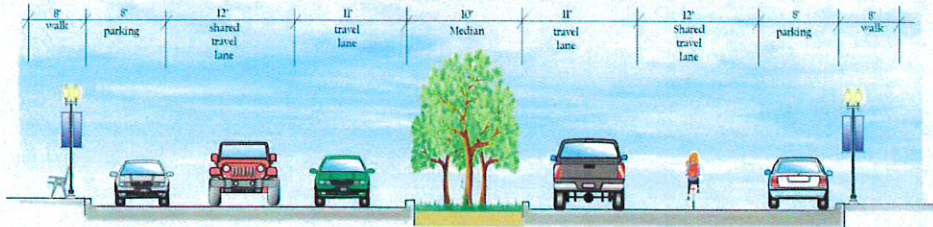
ATLANTIC AVENUE

Salt Lake Ave to Santa Ana St (City of Cudahy)

Focus Area 7
Exhibit



View Point 7



Section CD

3.6.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Cudahy was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Cudahy:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	380,000	\$ 2	\$ 760,000
Pavement - Widening	SF	22,000	\$ 15	\$ 330,000
Enhanced Pavement	SF	5,000	\$ 20	\$ 100,000
Curb and Gutter Removal	LF	10,000	\$ 5	\$ 50,000
Curb and Gutter Construction	LF	10,000	\$ 30	\$ 300,000
Median Curbs including removal	LF	8,000	\$ 35	\$ 280,000
Curb Ramps	EA	30	\$ 3,500	\$ 105,000
Driveways	SF	6,500	\$ 8	\$ 52,000
Sidewalk	SF	20,000	\$ 6	\$ 120,000
Enhanced Sidewalk	SF	6,900	\$ 12	\$ 82,800
Sidewalk Railing	LF	320	\$ 50	\$ 16,000
Tree Removal	EA	135	\$ 500	\$ 67,500
Tree Replacement	EA	135	\$ 2,500	\$ 337,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,360,000	\$ 3,360,000
Distribution Undergrounding Utilities	LS	1	1,240,000	\$ 1,240,000
Street Light Replacement	EA	55	5,000	\$ 275,000
Traffic Signal Mod.	EA	7	300,000	\$ 2,100,000
Grading	CY	1,250	15	\$ 18,750
Drain Inlets - Includes Connector Pipe	EA	18	10,000	\$ 180,000
Transit Stops	EA	14	15,000	\$ 210,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	40,000	25	\$ 1,000,000
Signing and Striping	LF	5,500	10	\$ 55,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 11,170,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 279,250	\$ 280,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 11,550,000
Contingency (20%)				\$ 2,310,000
Estimated Construction Capital				\$ 13,860,000
Preliminary Engineering & Environmental	3%	\$		416,000
PS&E	9%	\$		1,248,000
Construction Management	8%	\$		1,109,000
Admin	5%	\$		693,000
Subtotal Soft Costs				\$ 3,465,000
Estimated Total				\$ 17,325,000



3.7 City of South Gate

The City of South Gate is located between Cudahy and Lynwood. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate.

There are several projects affecting the Corridor within the city of South Gate including the crossing of the Metro Eco-Rapid Transit Corridor and its adjacent Station, the City's Urban Orchard project as well as City improvements along Imperial Highway. There is also significant truck traffic along the Corridor. The LA Unified school campus/complex nearby also generates pedestrian and bicycle traffic. The City determined that the best area to focus on as part of this effort was Atlantic Avenue from Michigan Avenue to north of Tweedy Place, with a future interest in looking at Wright Road as part of an additional task order, not included in this current study. The complete street elements that were incorporated include bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.7.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of South Gate, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps assess whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Patata Street to North RR cross	100'	6.42	6.44	2	3	16' TWLTL/RCM Var	10'	10'	0	0	NO	NO	Yes	Yes	No	No	No	No	Yes	Yes	No	No	Transmission lines (W/E) on south side of North RR cross
North RR cross to South RR cross	100'	6.44		2	3	16' RCM Var	0	0	0	0	NO	NO	Yes	Yes	No	Yes	No	No	None	Yes	No	No	Landscape with vegetation
South RR cross to Forestone Boulevard	100'-180'	6.49	6.68	2	3	21' TWLTL/RCM Var	2x10'	2x10'	13'	0	NO	NO	Yes	Yes	No	No	No	No	None	Yes	None	No	Landscape with vegetation
Forestone Boulevard to Branyon Avenue	100'	6.68		2	2	14' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation
Branyon Avenue to Southern Place	100'	6.84	6.92	2	2	14' RCM Var	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees
Southern Place to Southern Avenue	100'	6.92		2	2	14' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E)
Southern Avenue to Rays Avenue	100'	7.09	7.16	2	2	4' RCM	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Raised center median, no landscape/vegetation
Rays Avenue to Duncan Way	100'	7.16		2	2	14' RCM Var	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Raised center median, with vegetation and palm trees
Duncan Way to Wood Avenue	100'	7.23	7.30	2	2	14' TWLTL/RCM Var	10'	10'	0	0	NO	NO	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
Wood Avenue to Tweedy Boulevard	100'	7.30		2	2	14' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees
Tweedy Boulevard to Michigan Avenue	100'	7.42	7.60	2	2	14' TWLTL/RCM Var	10'	10'	0	0	NO	NO	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Y connection on east side with Wright Road
Michigan Avenue to Tenaya Avenue	100'	7.60		2	2	14' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E) on south side of Michigan Avenue
Tenaya Avenue to Abbot Road	100'	7.78	7.94	2	2	14' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E) on south side of Tenaya Avenue

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.7.2 Project Meetings

Meeting #1

On Thursday, January 23, 2020, a meeting was held with the City of South Gate staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of South Gate:

Name	Agency/Firm	Title	Email
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

There are three primary bike routes within the limits of the primary focus, South of Michigan Avenue to north of McCallum Avenue, that South Gate would like to consider bike lanes along Atlantic Avenue. They include Southern Avenue, Gardendale Street, and Alexander Avenue.

Plans for new development are being made next to the Legacy Lane and Adella Avenue. There is an access point to the LA River. There is also a new 91 mix unit at Tweedy Blvd and Atlantic Avenue on the SW corner.

North of the residential section, running east-west, and south of the school is an SCE transmission easement. The Aldrich Road and Adella Avenue intersection have a k-rail which prohibits school cut-through traffic from entering the neighborhood.

The Padres Unidos which translates to Parents United Organization has local influence, and its Chairwoman is a South Gate City Councilwoman. This organization has pushed on the LA Unified School District to focus more efforts on improving safety.

There are significant traffic impacts created by the school due to staggered drop off times between 7:00 am and 8:30 am.

Legacy Lane runs along the south side of the school complex. It extends all the way around to the access point at the LA River which is a dead-end street of Burtis Street. There was significant homeless encampment next to the school and the LA River access point. The Legacy complex athletic field had children playing at the outside basketball courts. The complex, located immediately east of the school property, also had locked gates.

An unimproved section of Chakemco Street from Atlantic Avenue stops at the school property. It needs improvement to help circulation along the west side of the International Studies Learning Center which is on the south side of the school campus. As of February 2021, however, Chakemco Street has been reconstructed with a typical roadway design.



The merge needs to consider the signalized intersection at Michigan Avenue. Drivers use Wright Road as an alternate route to get to the 710 freeway that creates speeding issues. A balance of traffic with the focus of Atlantic Avenue versus Wright Road should be considered.

The Secondary focus area to consider would be the Eco-Rapid Transit station and connectivity to it including east west from the East LA College Satellite Campus. The campus is under construction to expand to 10,000 students. It has a direct route to the Eco-Rapid along the UPRR. It includes Independence Avenue on the north side of the track in Ardmore Avenue on the south side of the tracks. A class 4 bike lane can improve the area. Ardmore Avenue and Independence Avenue terminate before reaching Atlantic Avenue at Otis. The campus site also has direct access to the Eco-Rapid along Firestone Boulevard.

The Proposed Eco Rapid Transit Corridor crosses Atlantic Avenue south of Salt Lake Avenue and Patata Street. A station is proposed in the southeast triangular section, which still contains development that would need to be demolished.

Tweedy Boulevard, colloquially known as the "Tweedy Mile", has recently connected to the City of LA - Watts area. It includes a very large development of public housing and commercial businesses. There is concern that Tweedy Boulevard will be heavily impacted by traffic with the new connection, as it provides a new option to access the I-710 area. South Gate owns and maintains 16 of the 18 signalized intersections along Tweedy Boulevard. South Gate shares the remaining intersections 50/50 with the City of Lynwood.

The City of South Gate has a small segment along Imperial Highway east of the LA River. There is substandard lighting that the City plans to quantify a cost estimate to improve the area. Additionally, this Corridor is part of a future GCCOG complete street study.

Major Focus Areas:

1. The primary focus for Atlantic Avenue expressed by City staff is near the Wright Road intersection merge area, south to Michigan Avenue and north to Tweedy Boulevard due to the school circulation, and the proposed development of several high-density mixed-use units including both a 91 unit and a 78-unit development coming soon.
2. Tweedy Boulevard to the east terminates at Legacy Lane. A looped drop off area is found between Legacy Lane to Burtis Avenue.
3. A primary purpose for adding bike lanes on Atlantic Avenue is to enhance bike access to key destinations, current or future.
4. Provide a connection to enhance bike access to the Legacy School Complex via the Tweedy Blvd sharrows and Chakemco Street. This is also necessary to provide access to the school fields which also serve as a public park, and to provide access to the LA River bike trails via the entrance at the Burtis Avenue terminus.



5. Provide a connection to enhance bike access to South Gate Park. A connection must be planned for at both Southern Avenue on the north via the existing bike trails and Tweedy Boulevard on the south via Tweedy Boulevard.
6. Provide a connection to enhance bike access to the site of the upcoming SELA Cultural Art's Center on Imperial Highway at the LA River. We should plan for access from the Atlantic Avenue bike lanes even though the Atlantic Avenue /Imperial Highway intersection is not in the City.
7. Provide a connection to enhance bike access to the Eco-Rapid light rail station proposed at the intersection of Atlantic Avenue and Firestone Boulevard. Safe access is a priority. That should be planned for via Atlantic Avenue and parallel corridors to consider safety.

Preserving parking is a top priority. Also, a feasible plan would consider costs and constraints.

The sports fields on the east side of the school property are considered city resources (currently underutilized) and may be utilized and accessed by the community.

Field Review Observations:

- The posted speed limit 35 mph along the entire Corridor.
- Traveling northbound, there are two lanes in each direction with raised medians landscaped including river rock and drought tolerant landscaping parking restrictions on both sides with some parking allowed.
- Signalized intersection at Michigan Avenue and Atlantic Avenue.
- Metro routes along the Corridor include 117 and 260 running southbound.
- Signalized intersection Tweedy Boulevard and Atlantic Avenue.
- No parking restriction for Thursday 3 AM to 8 AM, appears to be for trash pickup otherwise two-hour parking from 9 AM to 6 PM.
- Elementary School on west side of the roadway between Tweedy Boulevard and Southern Avenue.
- Signalized intersection of Southern Avenue and Atlantic Avenue.
- Posted no cruising zone signs.
- Metro rapid transit stop. Metro lines 260 and 762 running northbound.
- Signalized intersection of Firestone Boulevard and Atlantic Avenue.
- South Gate East Side Route public transportation service stop southbound.
- Third lane northbound begins and runs through the signalized intersection and then ends for a merge on Atlantic Avenue north of Firestone Boulevard.
- Signalized intersection at Azalea West.
- There is a railroad crossing that includes three tracks.
- Signalized intersection of Salt Lake and Patata Street, skewed.
- Roadway transitions to two lanes in each direction with a center dual turn lane. Posted speed is 35 mph.



Meeting #2

On Monday, May 18, 2020, a second meeting was held with the City of South Gate staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1:

Name	Agency/Firm	Title	Email
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The City updated the team on several ongoing development projects including the Amazon operation within the city northeast along Rayo Avenue, noting the trucks go between this facility and the facility in Lynwood south along Atlantic Avenue at MLK. They noted that these facilities would generate traffic between them the Corridor.

The City provided direction that the best section to be studied as a focus area would be from Michigan Avenue to Firestone Boulevard. The city was going to discuss this direction with Arturo Cervantes and confirm with the team.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated.

Meeting #3

On Wednesday, September 23, 2020, a third meeting was held with the City of South Gate. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Art Cervantes	City of South Gate	Asst. City Manager/ Dir. Of Public Work	acervantes@sogate.org
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com



The purpose of the meeting was to go over progress on the City's focus area along the Corridor, to address comments from the July 23rd TAC meeting, to provide updates to how the City's focus area fits in with the overall Corridor connectivity, and to gain additional clarity on the focus area and the City's vision based on a more detailed in-depth discussion.

Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro. The City noted that they will have a difficult time supporting anything that impacts parking, although they are supportive of the overall concept and would like to have future analysis completed.

One of the major items discussed was bicycle access to the Legacy School Complex area. It was noted that our team will revise the description of this area in the report. The goal will be to provide a connection and enhance bike access to the Legacy School Complex via the Tweedy Blvd sharrows and Chakemco Street. This is necessary to provide access to the school fields which also serve as a public park, and to provide access to the LA River bike trails via the entrance at the Legacy Lane terminus.

Key features of this Focus Area include the Legacy School Complex area, the park area and the river access. There is additionally a new development commencing at the south east quadrant of the school complex across from the fields. This apartment complex provides a residential component to the area, and demolition has begun. It was noted that the residential component is being called a "Riverfront Development."

The South East LA (SELA) Cultural Center will be developed on Imperial Boulevard adjacent to the East LA River Crossing. This riverfront amenity should also have pedestrian and bicycle connectivity from The Atlantic Corridor possibly via Imperial Highway. According to <https://www.selaculturalcenter.org/en/home>, "The SELA Cultural Center will be a multi-arts facility that weaves together world-class design and high-caliber programming from across Los Angeles County with the vibrant culture of the surrounding community. The SELA Cultural Center will support and showcase the Southeast Los Angeles community and provide a permanent place for the community to gather in creative expression."

Also discussed was the West Santa Ana Branch or WSAB light rail transit line currently in the environmental phase. There are several stops of this proposed light rail line including 1) Firestone Blvd/Atlantic Avenue, 2) Gardendale Street, 3) the LA River Confluence (Which includes the LA River, the Urban Orchard and SELA) going away from Atlantic Avenue and 4) on Century Boulevard. Having a bicycle lane connection to the two light rail stations within South Gate is needed.

It was noted that preservation of parking, particularly along the Atlantic Corridor, is extremely important and an attempt, from any study or project, to remove parking spaces will become a political issue.



Clarification was provided that Tweedy Boulevard is not anticipated to have a road diet. The City has funds to incorporate sharrows along the roadway section.

The Focus Area shown/discussed extends along the Atlantic Corridor from just south of Wright Avenue to the city limit. This focus area proposes a cul-de-sac for safety as well as creating additional parking opportunity. However, based on further discussion with the City, there was concern that this could create two additional chokepoints including along Wright Road as well as at Atlantic Avenue / Imperial Highway, the concept was determined to be infeasible. The discussion, however, did yield that Wright Road could be incorporated into a larger Bikeway Circulation specific plan bikeway circulation and could be traffic calmed. It's currently used by cut through traffic to get to Imperial Highway and the 710 Interchange area. As the discussion became more focused, the City provided direction for our team to focus on Bicycle Circulation as a specific Bike Network Focus Area, that is specific to the connections between SELA, the LA River Trail, and the new park adjacent to the school complex.

It was further noted that the City would like a GCCOG add-on task that provides a cost and scope for how much it would be to incorporate a Wright Road concept to the City. This would be in addition, and a nexus to, the current Atlantic Corridor Complete Street study, and if approved by the City would be billed via the current Atlantic agreement. This scope of work was provided to the City in early January 2021 and is expected to be approved by City Council in mid-January with a Notice to Proceed anticipated in February 2021. The additional task is estimated to take 4 months to complete.

Lastly, City staff noted that the 710 corridor envisions a closure at Imperial Highway. and Wright Road. However, the City does not see that happening versus changing the Wright Road design to make it work better at both ends.

3.7.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of South Gate.

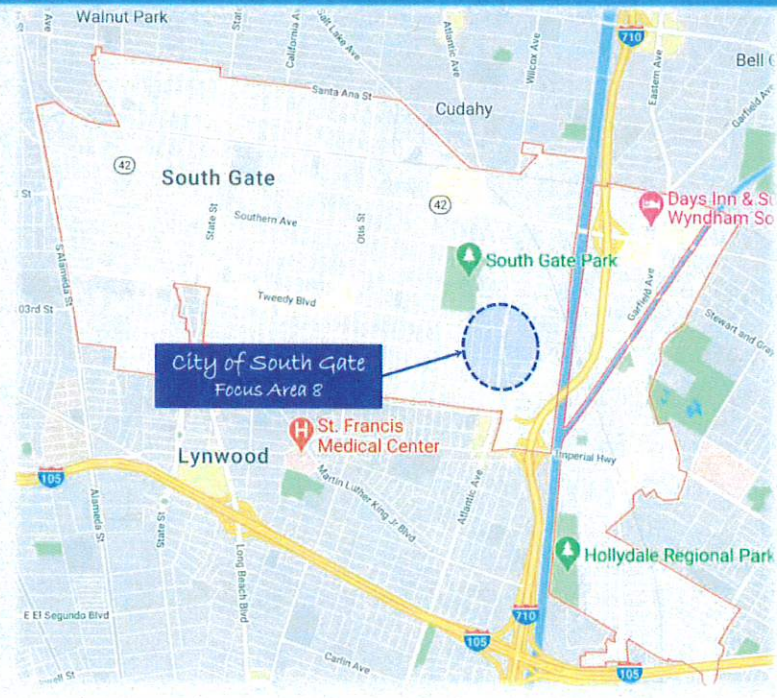
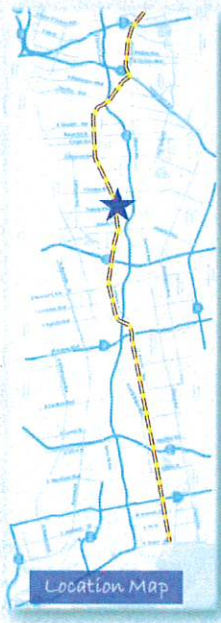




ATLANTIC AVENUE

City of South Gate

City Area Map

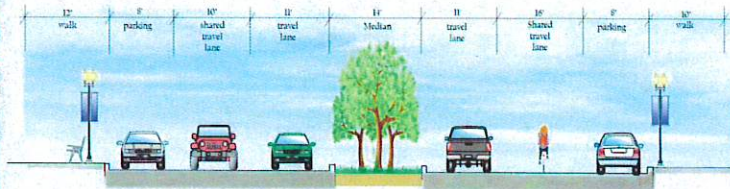
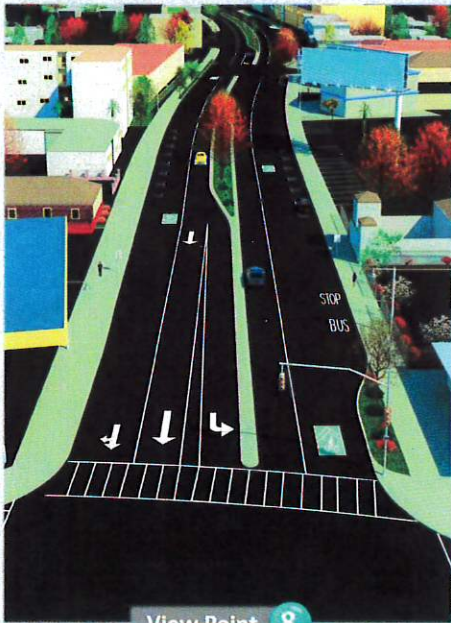




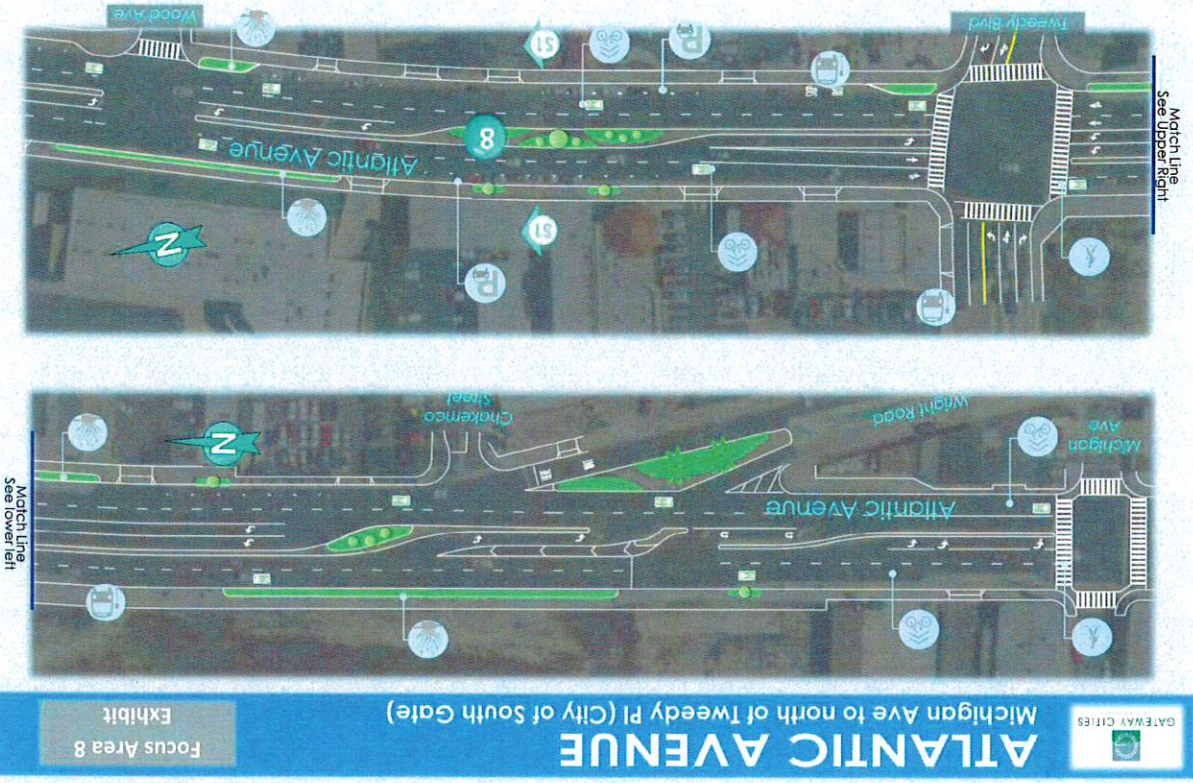
ATLANTIC AVENUE

Michigan Ave to north of Tweedy Pl (City of South Gate)

Focus Area 8
Exhibit



Section S1



The Atlantic Corridor Complete Street Evaluation & Master Plan Study 112

3.7.4 Order of Magnitude Cost Estimates

The cost estimate for the City of South Gate was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of South Gate:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	380,000	\$ 2	\$ 760,000
Pavement - Widening	SF	60,000	\$ 15	\$ 900,000
Enhanced Pavement	SF	8,000	\$ 20	\$ 160,000
Curb and Gutter Removal	LF	15,000	\$ 5	\$ 75,000
Curb and Gutter Construction	LF	15,000	\$ 30	\$ 450,000
Median Curbs including removal	LF	12,000	\$ 35	\$ 420,000
Curb Ramps	EA	45	\$ 3,500	\$ 157,500
Driveways	SF	9,700	\$ 8	\$ 77,600
Sidewalk	SF	29,000	\$ 6	\$ 174,000
Enhanced Sidewalk	SF	10,200	\$ 12	\$ 122,400
Sidewalk Railing	LF	550	\$ 50	\$ 27,500
Tree Removal	EA	228	\$ 500	\$ 114,000
Tree Replacement	EA	228	\$ 2,500	\$ 570,000
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	4,960,000	\$ 4,960,000
Distribution Undergrounding Utilities	LS	1	1,820,000	\$ 1,820,000
Street Light Replacement	EA	90	5,000	\$ 450,000
Traffic Signal Mod.	EA	7	300,000	\$ 2,100,000
Grading	CY	6,100	15	\$ 91,500
Drain Inlets - Includes Connector Pipe	EA	30	10,000	\$ 300,000
Transit Stops	EA	14	15,000	\$ 210,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	60,000	25	\$ 1,500,000
Signing and Striping	LF	11,000	10	\$ 110,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	150,000	\$ 150,000
Subtotal (rounded)				\$ 15,740,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 393,500	\$ 394,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 16,234,000
Contingency (20%)				\$ 3,247,000
Estimated Construction Capital				\$ 19,481,000
Preliminary Engineering & Environmental	3%			\$ 585,000
PS&E	9%			\$ 1,754,000
Construction Management	8%			\$ 1,559,000
Admin	5%			\$ 975,000
Subtotal Soft Costs				\$ 4,871,000
Estimated Total			\$	24,352,000



3.8 City of Lynwood

The City of Lynwood is located between South Gate and Compton. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate.

The City determined that the focus area for this effort should be along the Atlantic Corridor from Imperial Highway to south of Los Flores Avenue, as well as from I-105 to Carlin Avenue. Pedestrian enhancements were incorporated at Imperial Highway, as well as bus stop improvements, bicycle lanes, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.8.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Lynwood, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Yards/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Abbot Road to Pendleton Avenue	100'	7.54		2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Pendleton Avenue to Imperial Highway	100'	8.06	8.18	2	2	10' TWLTL/RCM Var	10'	10'	12	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Imperial Highway to Las Flores Boulevard	100'	8.18		2	2	0	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/I) on south side of Imperial HWY
Las Flores Boulevard to Elmwood Avenue	100'	8.24	8.40	2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees. Transmission lines (W/I) on north side of Elmwood Avenue
Elmwood Avenue to Beechwood Avenue	100'	8.40		2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Beechwood Avenue to Sabinon Avenue	100'	8.56	8.71	2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and trees
Sabinon Avenue to Shirley Avenue	100'	8.70		2	2	10' TWLTL/RCM Var	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and trees
Shirley Avenue to Martin Luther King Jr Boulevard	100'	8.81	8.87	2	2	0	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Martin Luther King Jr Boulevard to Walnut Avenue	100'	8.87		2	2	0	0	10'	0	0	No	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees. Transmission lines (W/I) on north side of Walnut Avenue
Walnut Avenue to Lugo Avenue	100'	8.94	9	2	2	RCM Var	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and trees
Lugo Avenue to Cortland Street	100'	9.00		2	2	TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and trees
Cortland Street to Brewster Avenue	100'	9.05	9.11	2	2	10' TWLTL/RCM Var	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Brewster Avenue to Fernwood Avenue	100'	9.11		2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and trees. Transmission lines (W/I) on north side of Fernwood Avenue
Fernwood Avenue to Josephine Street	100'	9.20	9.3	2	2	10' TWLTL/RCM Var	0	10'	0	0	No	No	Yes	Yes	Yes	No	No	No	Yes	None	No	No	105' RW undercrossing Landscape with vegetation and trees. Transmission lines (W/I) on north side of Josephine Street
Josephine Street to Agnes Avenue	100'	9.31		2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Agnes Avenue to Lavinia Avenue	100'	9.40	9.48	2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Lavinia Avenue to Carolin Avenue	100'	9.48		2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	None	None	No	No	Landscape with vegetation and trees
Carolin Avenue to Blount Place	100'	9.66	9.80	2	2	10' TWLTL/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Blount Place to Olanda Street	100'	9.80		2	2	10' RCM Var	0	0	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	None	None	No	No	Landscape with vegetation and trees
Olanda Street to Arlington Avenue	100'	9.80	9.91	2	2	10' LTL/RCM Var	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation and trees
Arlington Avenue to East McMillan Street	100'	9.91	9.97	2	2	10' TWLTL/RCM Var	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation and trees

Abbreviations:
 Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.8.2 Project Meetings

Meeting #1

Thursday, February 6th, 2020, a meeting was held with the City of Lynwood staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Lynwood:

Name	Agency/Firm	Title	Email
Alfredo Perez	City of Lynwood	Planning Associate	alopez@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Richard Sandzimier	City of Lynwood	Public Works Director	rsandzimier@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The City of Lynwood expressed interest in uniformly standardizing posted speed as well as parking restrictions throughout the City.

Installing bicycle lanes that have connectivity to other jurisdiction segments along the Atlantic Corridor is another interest of the City.

Lynwood would like to organize spaces along their roadway, including the typical section, to be more inviting to residents and visitors. The pavement is in poor condition, along with missing striping. This suggests the roads have received minimal maintenance. Building owners along the Corridor have experience high turnover and have a difficult time retaining commercial tenants. Additionally, there is no mixed-use zoning within the Corridor.

The City brought to the attention of the GCCOG staff that the Imperial Highway study, which Metro is conducting, provides useful traffic flow insight for this study. The Atlantic intersection traffic counts yielded a level of service D in both the AM and PM peak periods.

Other street projects within the City include the Brewster Street improvement project, the Agnes Street improvement project, and the Fernwood ATP project.

In discussion with the City, staff committed to providing the City's bicycle plan as well as the mapping for the segment between Cortland to Joseph which is being scoped for a roadway rehabilitation job.

The City confirmed the Focus Areas (FA's) to include in the study as part of this corridor evaluation. It was noted that a FA does not necessarily mean that it's priority along the Corridor area for the jurisdiction. GCCOG staff noted that a FA is a snapshot of a section along the Corridor. This section showcases the various features they can apply to the entire Corridor within the City limits.



Beginning at the City limits at E. McMillan St. and traveling northbound, the posted speed is 40 mph. Metro lines 260 and the City of Lynwood trolley company runs northbound.

- Signalized intersection at Arlington Avenue
- Signalized intersection at Carline Avenue
- Signalized intersection at Agnes Avenue

The signalized intersection includes an entrance to the Lucy Avalos Community Center and Yvonne Burke- John D Ham Park. On the west side of the street, there is an empty lot planned for affordable housing. The Atlantic Corridor crosses under the 105 freeway.

- Signalized intersection at Cortland Street.
- Signalized intersection at Martin Luther King Junior Boulevard

The Lynwood Adult School is on the west side of the street. The posted speed drops to 35 mph. Parking restrictions are limited to two hours. Transit lines include metro 260, 612 and 762 as well as Metro Rapid and the Lynwood Trolley.

- Signalized intersection at Beachwood Avenue

Parking restrictions are reduced to 1-1/2-hour parking north of Beachwood Avenue.

- Signalized intersection at Elmwood Avenue
- Signalized intersection at Imperial Highway

Imperial Highway is a photo enforced signalized intersection. North of Imperial Highway is a large transit stop that includes metro rapid, lines 117, 260, 612, 762 and the trolley. Parking restriction increases back up to 2-hour parking.

- Signalized intersection at Abbot Avenue

Meeting #2

Monday, May 18, 2020, a second meeting was held with the City of Lynwood staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1:

Name	Agency/Firm	Title	Email
Alfredo Perez	City of Lynwood	Planning Associate	alperez@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Richard Sandzimier	City of Lynwood	Public Works Director	rsandzimier@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.



As part of the existing conditions summary recap, the City noted several source documents that can be provided including:

1. The transit fixed route description/map
2. The bicycle and pedestrian plan
3. The RFP detailing the Atlantic Specific Plan they are planning to complete
4. The Bike Trail Plans on Caltrans RW near I-105
5. The Lynwood Connectivity Plan.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the study can only make recommendations that could not be mandated.

The City confirmed the two potential focus areas, including 1) the Imperial/Atlantic intersection area and 2) the area south of I-105 along the Atlantic Corridor near Yvonne Burke - John D Ham Park, as there is a city project within Caltrans right of way near the I-105 from Birch to Wright Road that was designed and funded through an urban greening grant that provides additional continuity in the area.

Meeting #3

On Wednesday, November 4, 2020, a third meeting was held with the City of Lynwood.

Name	Agency/Firm	Title	Email
Lorry Hempe	City of Lynwood	Public Works Special Projects Manager	lhempe@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Elias Saikaly	City of Lynwood	Senior Public Works Manager	esaikaly@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The group reviewed the prior meeting minutes to reacquaint the group with where the status was left off. This included the opportunities, constraints and proposed focus areas.

The group reviewed GCCOG Complete Street toolbox icons that are being added to the focus area plans, noting that these provide options to the City when/if additional funding is found to move the project into the design and construction phases. This issue was emphasized because the City has interest in providing potential up lighting within the medians, for example, or additional WQ features including landscaping, bio swells and other enhancements that should be identified now. The City can then pick and choose, when the time comes, the features it would like to move into the design phase via a scope of work. It was noted that the total toolbox icon kit exhibit would be included in the Corridor Wide Considerations section of the report as well as included in the next TAC package by jurisdiction to be distributed next week.



The exhibit for the first focus area was provided, showing the proposed crosswalk improvements at Atlantic Avenue and Imperial Hwy. City staff advised the team to coordinate with Metro as they are designing several operational improvements along Imperial Highway. The Focus Area also extended south along the Atlantic Corridor and includes class II bicycle lanes, on street parking (with less than 10% lost due to curb return bulb outs, which shorten the crosswalk distances and provide additional pedestrian safety along the sidewalk). It was noted that the typical section in this area included an 8-foot sidewalk, 5-foot bicycle lane, two 12-foot lanes and an 11-foot left turn lane, as needed. It was noted that the rendering has not been completed but will be done once the City agrees with the typical section and plan.

It was noted that the second focus area south of Fernwood Avenue along Atlantic had not yet been updated. This section will be updated down to Agnes and Lavenia, to show the removed left turn northbound to Lavenia, to incorporate a continuous raised median, to connect to the existing. Lavinia would be changed into a right-in-right-out configuration. It was noted that this exhibit would be provided prior to the next TAC meeting.

The overall Benefits of the Corridor was discussed. These included the class II bike lane, enhanced bus facilities including concrete pads, additional water quality features such as bio swells and tree wells, median improvements, enhanced aesthetics, possible monuments and wayfinding features.

It was noted that the team would look at the proposed Eco Rapid station area near the confluence of South Gate and Lynwood near Imperial/Atlantic.

The City noted that they would like the GCCOG to follow up on these studies, post completion, to assist with possible funding opportunities as a multi-jurisdictional approach.

3.8.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Lynwood.

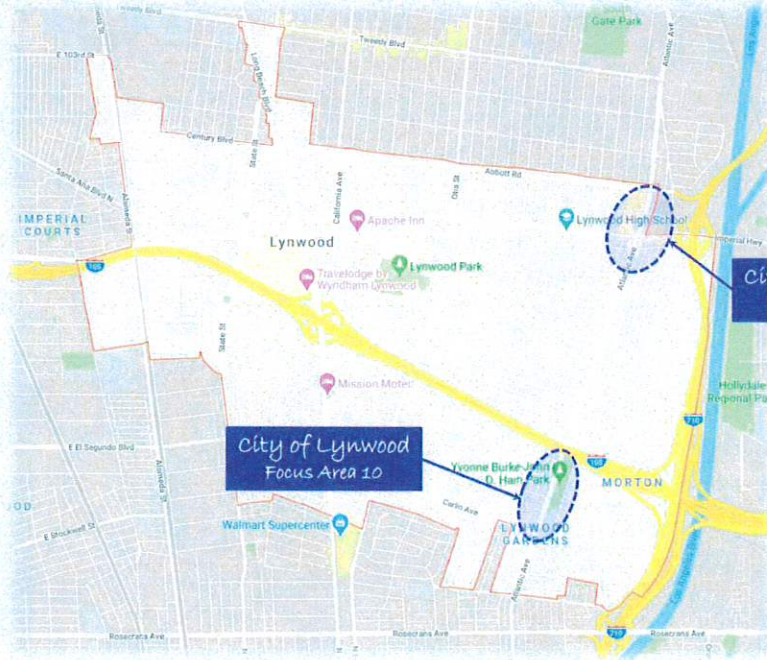




ATLANTIC AVENUE

City of Lynwood

City Area Map



City of Lynwood
Focus Area 10

City of Lynwood
Focus Area 9



ATLANTIC AVENUE

Imperial Highway (City of Lynwood)

Focus Area 9
Exhibit

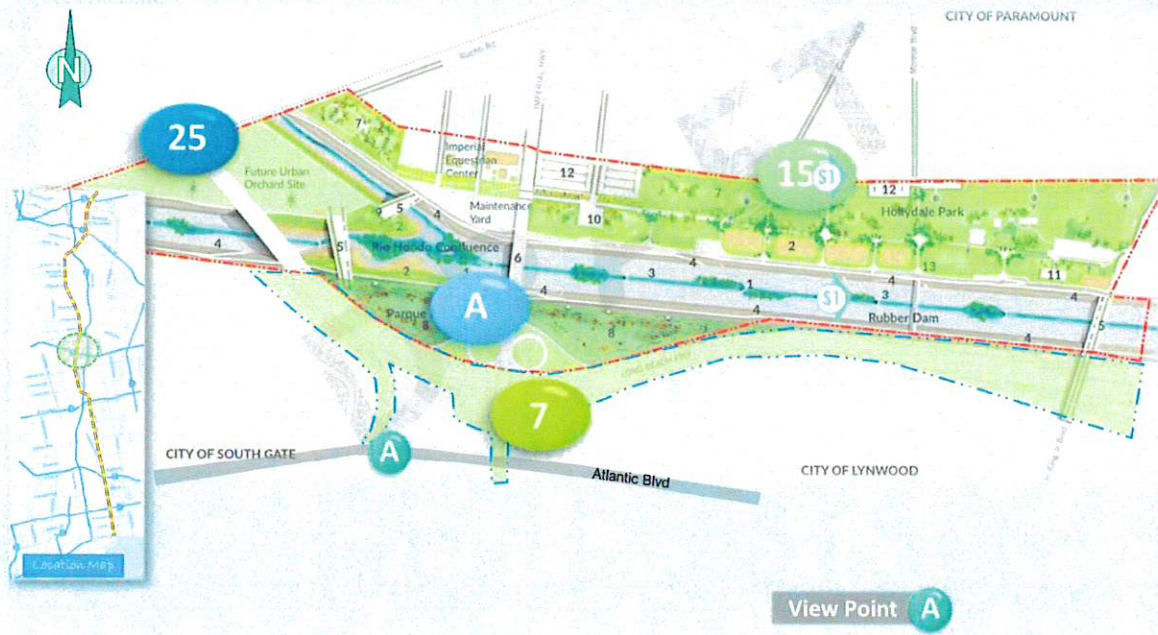




ATLANTIC BOULEVARD

City of Lynwood

Focus Area 9
Exhibit







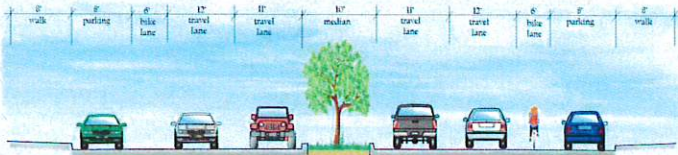
ATLANTIC AVENUE

South of Los Flores Ave to North of Imperial Hwy (City of Lynwood)

Focus Area 9
Exhibit



View Point 9



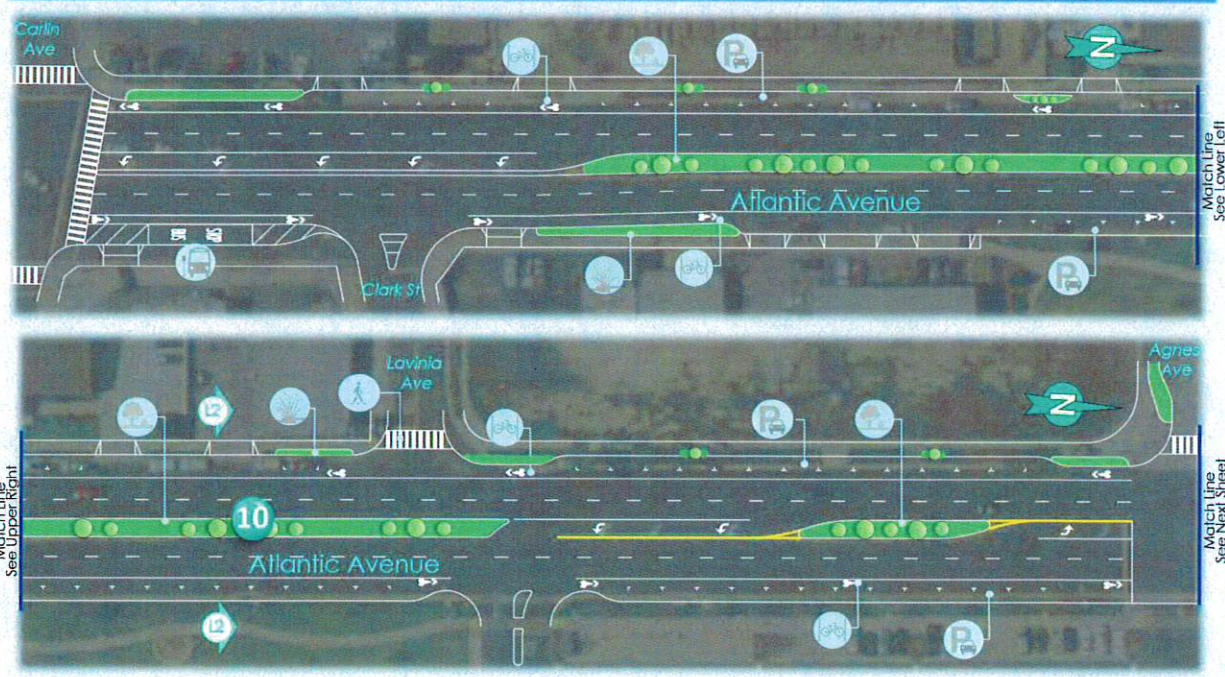
Section L1



ATLANTIC AVENUE

Carlin Ave to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit

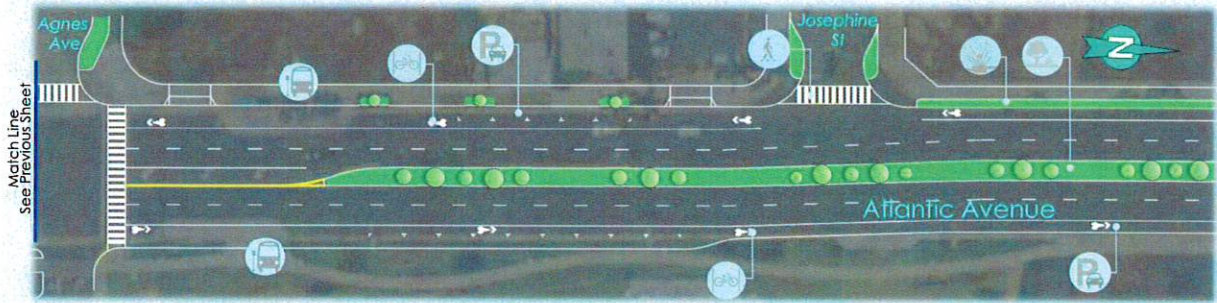




ATLANTIC AVENUE

Carlín Avenue to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit





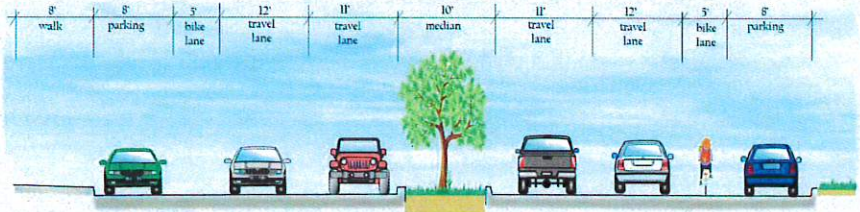
ATLANTIC AVENUE

Carlin Avenue to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit



View Point 10



Section L2

3.8.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Lynwood was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Lynwood:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	750,000	\$ 2	\$ 1,500,000
Pavement - Widening	SF	80,000	\$ 15	\$ 1,200,000
Enhanced Pavement	SF	10,000	\$ 20	\$ 200,000
Curb and Gutter Removal	LF	20,000	\$ 5	\$ 100,000
Curb and Gutter Construction	LF	20,000	\$ 30	\$ 600,000
Median Curbs including removal	LF	16,000	\$ 35	\$ 560,000
Curb Ramps	EA	68	\$ 3,500	\$ 238,000
Driveways	SF	15,000	\$ 8	\$ 120,000
Sidewalk	SF	45,000	\$ 6	\$ 270,000
Enhanced Sidewalk	SF	11,000	\$ 12	\$ 132,000
Sidewalk Railing	LF	640	\$ 50	\$ 32,000
Tree Removal	EA	300	\$ 500	\$ 150,000
Tree Replacement	EA	300	\$ 2,500	\$ 750,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	1,500,000	\$ 1,500,000
Distribution Undergrounding Utilities	LS	1	500,000	\$ 500,000
Street Light Replacement	EA	110	5,000	\$ 550,000
Traffic Signal Mod.	EA	8	300,000	\$ 2,400,000
Grading	CY	8,100	15	\$ 121,500
Drain Inlets - Includes Connector Pipe	EA	40	10,000	\$ 400,000
Transit Stops	EA	16	15,000	\$ 240,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	80,000	25	\$ 2,000,000
Signing and Striping	LF	14,000	10	\$ 140,000
Monument Signage	EA	2	20,000	\$ 40,000
Storm Water Treatment	LS	1	200,000	\$ 200,000
Subtotal (rounded)				\$ 13,964,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 349,100	\$ 350,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 14,414,000
Contingency (20%)				\$ 2,883,000
Estimated Construction Capital				\$ 17,297,000
Preliminary Engineering & Environmental	3%			\$ 519,000
PS&E	9%			\$ 1,557,000
Construction Management	8%			\$ 1,384,000
Admin	5%			\$ 865,000
Subtotal Soft Costs				\$ 4,325,000
Estimated Total				\$ 21,622,000



3.9 City of Compton

The City of Compton is located between Lynwood and Long Beach. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bicycle lanes, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps and are focused along the Corridor over, and including access to the LA River, north to Alondra Boulevard and east to I-710, with a heavy emphasis on pedestrian and bicycle continuity.

3.9.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Compton, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Alondra Boulevard to South Atlantic Drive	100'	11.20		2	2	4' - 14' RCM	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Connection on south bound with South Atlantic Drive. Transmission lines on south bound
South Atlantic Drive to Sportsman Drive	100'	11.30	11.50	2	2	0	0	0	0	0	Yes	Yes	Yes	Yes	Yes*	Yes*	No	No	None	None	No	No	710 FWY undercrossing. Transmission lines on North bound
Sportsman Drive to LA River	50'-100'	11.50	11.70	2	2	0	0	0	0	0	No	No	Yes	Yes	No	Yes	No	None	None	No	No	LA River overcrossing. Transmission lines on North bound	

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.9.2 Project Meetings

Meeting #1

Monday, February 3rd, 2020, a meeting was held with the City of Compton staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Compton:

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant City Manager	mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Yvette Kirin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The City would like our study to focus on operational safety, green streets, and urban greening. They would also like a Class 1 bike lane to connect to East Rancho Dominguez and a new public art monument for the city of Compton entryway. Compton wants improved safety measures and is opened to narrowing the roadway as it is an unsafe speedway in today's condition. The roadway appears to have enough width to incorporate safety enhancements such as channelized raised landscape medians.

The Focus Area (FA) for Compton is the southern entry into the City at the LA River. It extends at a small segment near 710 bridge north to Alondra Boulevard. The City has plans for the development of the two triangular parcels next to the freeway and Atlantic Corridor.

Field Review Observations:

Traveling northbound, the City of Compton begins north of the LA River bridge. The typical section consists of two lanes in each direction with no center dual lane. The roadway passes underneath the 710 freeway, and the typical section continues to the signalized intersection at Alondra Boulevard.

Only the northbound approach to the intersection has an unimproved raised median. This channelizes traffic into the intersection where it includes protected left turns. Metro lines 260 and 762, and a signed bike lane begins north of the intersection, entering East Rancho Dominguez.



Meeting #2

On May 28, 2020, a second meeting with the City of Compton was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant City Manager	mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Dan Garcia	Interwest Consultant	City Eng. Consultant	drgarcia@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the Compton connection to the City of Long Beach along the Corridor as well as the access to the LA River along Alondra across I-710. The primary exhibit included the Atlantic Corridor from the City of Long Beach limit north to the Alondra intersection and East to the LA River entrance. This concept includes a Class 1 bicycle path up the east side of the Atlantic Corridor to the Alondra Boulevard and eastward around the I-710 ramps to the LA River entrance. The exhibit showed a viewpoint concept on the bridge over the LA River, along Atlantic, for sightseeing and/or just a place to stop.

It was noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

A discussion regarding various funding opportunities took place specifically with regard to how the City might need to assist or participate in requesting grant funds to implement the concept. It was noted that Metro Measure R funding would likely fund the I-710 interchange to Alondra. Additionally, ATP funds could be sought for the Class 1 bike lanes as well as RMC funds including proposition 1 and 68 could be sought for storm water features. Urban greening elements could also be funded through grant opportunities.

The City noted that they would provide the BRT bus shelter schematic as a reference item for the team.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own



preferences as the Study can only make recommendations that could not be mandated.

City staff noted the support for the concepts developed and presented.

Meeting #3

On Thursday, October 22, 2020, a third meeting was held with the City of Compton. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant Manager	City mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Dan Garcia	Interwest Consultant	City Eng. Consultant	drgarcia@interwestgrp.com
Kekoa Anderson	KoaGCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a review of the agenda which included the existing conditions, constraints, data from the GCCOG field review, project location map and the previous two meeting minutes. A review of the focus area exhibit was presented. The focus area extends from the City of Long Beach limit north to the Alondra intersection and East to the LA River entrance. This concept includes a Class 1 bicycle path up the east side of the Atlantic Corridor to the Alondra Boulevard and eastward around the I-710 ramps to the LA River entrance. The exhibit showed a viewpoint concept on the bridge over the LA River, along Atlantic, for sightseeing and/or just a place to stop.

Following the focus area review, the forum was open to questions/comments, the City asked if there will be any bridge work on Atlantic Blvd crossing the LA River in the Long Beach area, is that part of the project, will the City participate and will Long Beach be the lead. The team responded by stating that it is part of it and will be coordinated with the City to tie it in together. The report will be used to secure funding for the improvements. The team provided an overview of the purpose of the study. The City followed with a question/comment asking that they assume that the underpass portion will be covered by the SR-710 improvements. The team stated that they are preparing the exhibits for Ernesto (Metro) to allow for the intersections to be completed early. If the two bridges over the freeway and over the LA River tied together will conceptually work. The team emphasized on a multijurisdictional would be beneficial to the City because they are located in the center of the project area.

The proposed cost estimate for the focus area is not available at this time since we are developing the concept, but the final report will have the cost. Overall, the City agreed that the concept included all their previous comments and there are no additional comments.



A review of the schedule was provided. Public Outreach was discussed as an option for the City and they will let us know if they would like to have a public outreach focus.

Background information was provided in regard to the existing homeless conditions near the LA River. In addition, they provided information about a development for affordable housing that includes two parcels near SR-710/Alondra Blvd. They plan on incorporating streetscape elements, pedestrian paths, and sidewalks. They would like to integrate some of the design elements of the focus area. The City will look into the allowed turning movements into and out of the development.

3.9.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Compton.

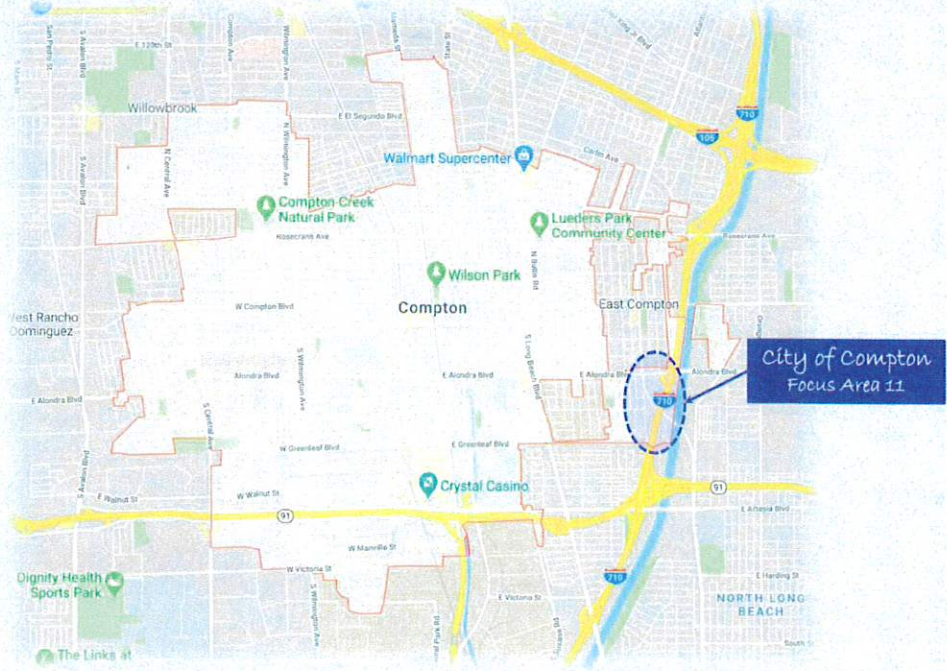




ATLANTIC AVENUE

City of Compton

City Area Map





ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



Match Line
See Next Sheet

GATEWAY CITIES

ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit





ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit





ATLANTIC AVENUE

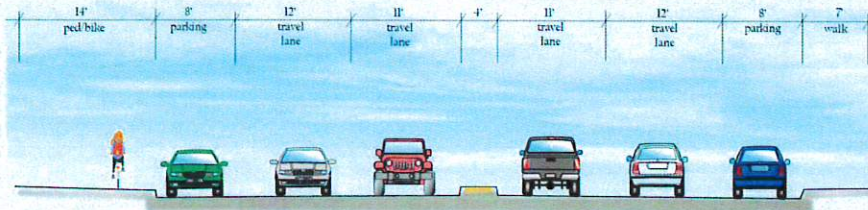
LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



View Point 11

View Point 12



Section C1



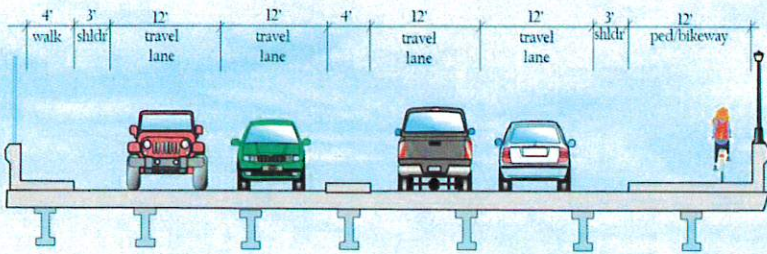
ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



View Point 13



Section 1B1

3.9.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Compton was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Compton:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	185,000	\$ 2	\$ 370,000
Pavement - Widening	SF	30,000	\$ 15	\$ 450,000
Enhanced Pavement	SF	8,000	\$ 20	\$ 160,000
Curb and Gutter Removal	LF	5,200	\$ 5	\$ 26,000
Curb and Gutter Construction	LF	5,200	\$ 30	\$ 156,000
Median Curbs including removal	LF	4,000	\$ 35	\$ 140,000
Curb Ramps	EA	4	\$ 3,500	\$ 14,000
Driveways	SF	3,500	\$ 8	\$ 28,000
Sidewalk	SF	11,000	\$ 6	\$ 66,000
Enhanced Sidewalk	SF	3,000	\$ 12	\$ 36,000
Sidewalk Railing	LF	180	\$ 50	\$ 9,000
Tree Removal	EA	75	\$ 500	\$ 37,500
Tree Replacement	EA	75	\$ 2,500	\$ 187,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	1,630,000	\$ 1,630,000
Distribution Undergrounding Utilities	LS	1	600,000	\$ 600,000
Street Light Replacement	EA	30	5,000	\$ 150,000
Traffic Signal Mod.	EA	1	300,000	\$ 300,000
Grading	CY	2,000	15	\$ 30,000
Drain Inlets - Includes Connector Pipe	EA	8	10,000	\$ 80,000
Transit Stops	EA	2	15,000	\$ 30,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	14,000	25	\$ 350,000
Signing and Striping	LF	3,000	10	\$ 30,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Special Features - Ped Bridges over 710 Ramps	LS	1	25,000,000	\$ 25,000,000
Special Features - LA River Bridge Widening	LS	1	25,000,000	\$ 25,000,000
Subtotal (rounded)				\$ 55,010,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 1,375,250	\$ 1,376,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 56,486,000
Contingency (20%)				\$ 11,298,000
Estimated Construction Capital				\$ 67,784,000
Preliminary Engineering & Environmental	3%			2,034,000
PS&E	9%			6,101,000
Construction Management	8%			5,423,000
Admin	5%			3,390,000
Subtotal Soft Costs	25%			16,946,000
Estimated Total				\$ 84,730,000



3.10 City of Long Beach

The Atlantic Corridor's most southerly segment extends approximately 8 miles within the city of Long Beach. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed, as well as the high-level cost estimate.

Two focus areas were developed. One location was at the north end of the reach tying into the City of Compton and extending south to Artesia Boulevard, where the City of Long Beach also is planning to implement a complete street plan. The other focus area south of W. Anaheim Street, which is a southerly segment of the corridor. Through the effort of this study, complete street elements such as bus stop improvements, bioswales, bicycle lanes, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps.

3.10.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Long Beach, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



Major Intersections	2 Lanes - Each Direction w/ Turning Lanes	Raised Median	Striped Median	Bike Lane	Street Parking (Double and Single Side)
E Spring Street to E 33rd Street	Y	Y		N	Y
E 33rd Street to 36 th Street	Y		Y	N	N
36 th Street to E Bixby Street	Y	Y		N	N
E Bixby Street to E San Antonio Dr	Y		Y		N
E San Antonio Dr to 52nd Street	Y		Y	N	Y (Single Side)
52 nd Street to South Street	Y	Y		Y	N
South Street to E 59 th Street	Y	Y		N	Y
E 59 th Street to E Harding Street	Y	Y		N	Y
E Harding Street to E Artesia Blvd	Y	Y		Y	Y
E Artesia Blvd to N Atlantic Pl	Y	Y		N	N
N Atlantic Pl to LA River	Y		Y	N	Y

Meeting #2

On Thursday, May 21st, 2020, a second meeting with the City of Long Beach was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Carl Hickman	City of Long Beach Trans. Mobility Bureau	City Traffic Engineer	Carl.Hickman@longbeach.gov
Alvin Papa	City of Long Beach Engineering Bureau	Engineering Bureau Manager / City Engineer	Alvin.Papa@longbeach.gov
Paul Vandyk	City of Long Beach	City Traffic Engineer	Paul.vandyk@longbeach.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the Compton connection to Long Beach along the Corridor including the access to the LA River. Also shown was the Atlantic/91 intersection interchange area. Other exhibits included potential water quality elements



and aesthetics tied into open space, noting that several water resource locations will be identified along the Corridor including within Long Beach.

An exhibit of Atlantic Avenue near Artesia Boulevard with a viewpoint rendering was also discussed, and some feedback was obtained regarding the ability to fit in bicycle lanes that could require lane width reduction. Ideally, the city would like to see a Class 4 or Class 1 Bike Route along the Corridor. For a Class 4 Bike Route, six (6) foot lanes would be required, and vehicular lanes could be reduced. Currently, there is no room for additional 6-foot bike lanes, which is why the FA shows class III. Right of way would be required for 6-foot bike lanes, which could be significant.

The City noted they would like additional wayfinding opportunities as they have their own plan, but it could be updated and or incorporated into a cohesive Corridor vision specifically for the LA River Trail.

The City noted that they would provide several reference items:

1. SCAG grant application for south of 7th Street to Ocean Boulevard that includes a proposal to implement a road diet.
2. Safety analysis report that identified some priority zones along the Atlantic Corridor
3. LLG parking analysis for the Corridor

The City is also interested in transit hubs including Long Beach Transit (LBT), where areas of interface would match up with Metro as well as micro mobility hubs including bike share options.

Pedestrian light locations were touched upon and it is the City's goal to retrofit them to be LED.

It was noted that there were likely areas of space, or right of way, constraints and the GCCOG team noted that a technical table within the report could be created to identify the areas of constraint where right of way could be required. The City could then utilize it in the future to develop right of way needs, based on their own city priorities and interests.

The City provided direction that the best section to be studied as a Focus Area would along the Atlantic Corridor that ties into Artesia Boulevard, the SR- 91, and the LA River connection tying into the City of Compton.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own preferences as the Study can only make recommendations could not be mandated.



Based on the Metro BRT top 15 Corridor study that is ongoing, and Atlantic Corridor being identified as a potential BRT candidate, the Corridor merits was discussed. The City noted that space is very valuable and if BRT were willing to share a lane that it could be considered. Transit priority lanes for signalization could also be considered. BRT would be welcomed on Long Beach Boulevard, arriving in Long Beach from Atlantic and shifting to Long Beach Boulevard via Artesia.

Lastly, the City noted that they are working on an open streets plan based on COVID-19 which is a work in process vision. This plan could propose utilizing traffic lane for curbside pickup or even restaurant dining. There is also potential for closure of streets. The goal of the plan is to be flexible and help keep businesses open while the City supports social distancing and the most recent Health Order.

Meeting #3

On Monday, September 14, 2020, a third meeting was held with the City of Long Beach. The purpose of the meeting was to go over progress on the City's focus area along the Corridor and to address comments from the July 23rd TAC meeting. It was also to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Name	Agency/Firm	Title	Email
Carl Hickman	City of Long Beach Trans. Mobility Bureau	City Traffic Engineer	Carl.Hickman@longbeach.gov
Alvin Papa	City of Long Beach Engineering Bureau	Engineering Bureau Manager / City Engineer	Alvin.Papa@longbeach.gov
Paul Vandyk	City of Long Beach	City Traffic Engineer	Paul.Vandyk@longbeach.gov
Luke Klipp	City of Long Beach	Special Projects	Luke.Klipp@longbeach.gov
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Another Corridor wide consideration that was mentioned was the proposed bicycle connectivity table, to be provided within the report that includes the proposed bike facilities, by agency, and by class type along the Corridor, including the gaps (if any) and the recommendation for rider continuity.

It was noted that opportunities for tree gutters, bioswales and water quality systems are all part of the treatment train and are being considered as part of this project.

The City staff requested for boulders not to be shown as monuments in exhibits, since it has become safety concern.



Based on the TAC meeting review package from July 23, 2020, a comment regarding the City wanting us to inventory parklets was discussed. Clarification was provided that a few Focus Areas (FA's), are being prepared for each jurisdiction to include a couple of different examples, which incorporate typical sections and features that represent the City's graphical vision of what the Corridor could look like, if fully designed and constructed. This also allows us to apply the typical section features to an overall cost estimate based on linear feet of Corridor. City staff agreed that the team should show a few examples of temporary to permanent parklets, only on the FA exhibit. For example, it was noted that a bulb out could be used as a temporary parklet for restaurant dining, as well as the possible use of a parking lane, or a relocated a bus base, in order to help businesses during COVID-19 remain open and operational.

The team confirmed the FA's, including the first one along the Atlantic Corridor near Artesia Boulevard and SR 91 up to the Compton City limit. The team noted the need to determine where all the pedestrian access along the LA River Trail is located, in order to help provide wayfinding signs as a Corridor-Wide consideration. For this particular area access along the east side of the LA River trail at Alondra. It was noted that there is an incorrect north arrow on the exhibit and would be fixed.

The second FA is located at the Atlantic Avenue and Anaheim Street intersection. This idea proposed a scramble crosswalk and a class one bicycle lane on the east side of the street. It was noted that there are no driveways in this particular section. Carl noted his personal support of the concept, but he did not know if a scramble would be supported by the City, even though the increase pedestrian safety, based on the signal time needed to keep operations acceptable. It would also need to be determined where the bike path would extend to as a limit. It was noted that the Atlantic section from Ocean to 7th Street could be a consideration by the City, as they envision a road diet extending up to Anaheim/Atlantic.

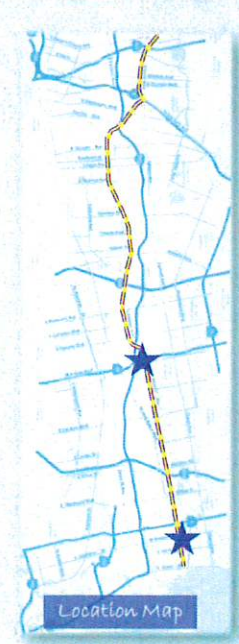
3.10.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Long Beach.



ATLANTIC AVENUE
City of Long Beach



City Area Map

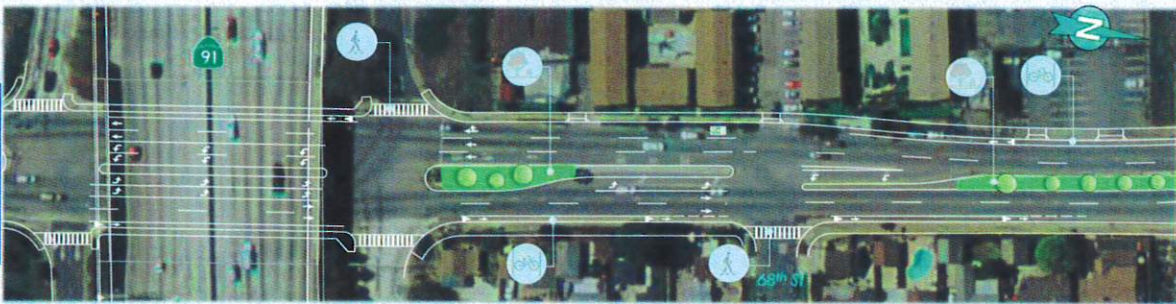
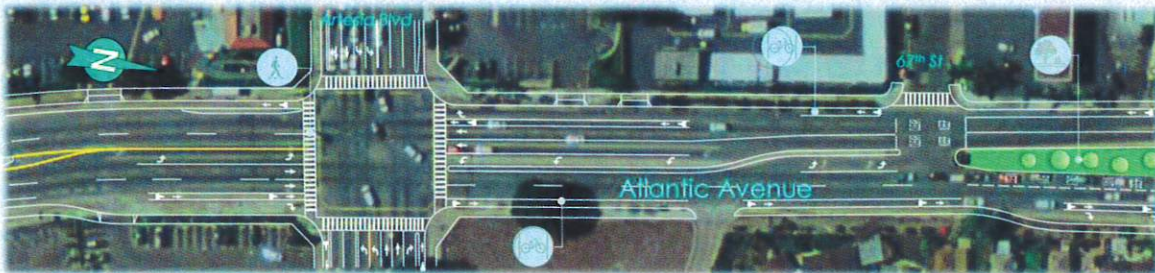




ATLANTIC AVENUE

Artesia Blvd to LA River (City of Long Beach)

Focus Area 12
Exhibit





ATLANTIC AVENUE

Artesia Blvd to LA River (City of Long Beach)

Focus Area 12
Exhibit

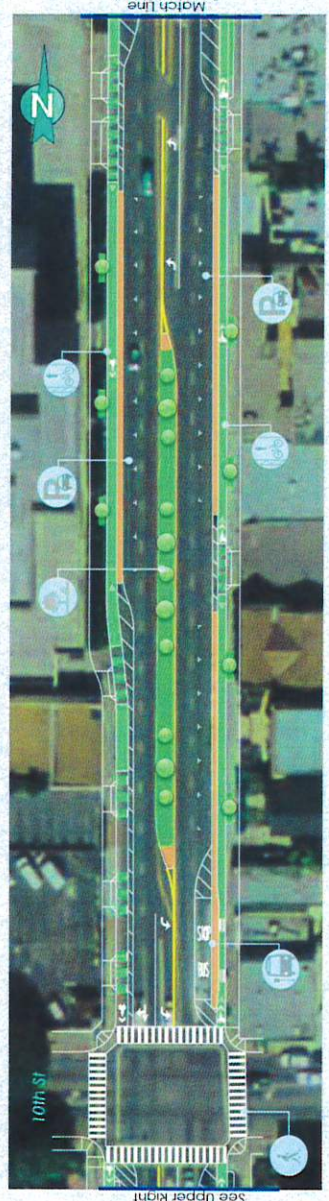
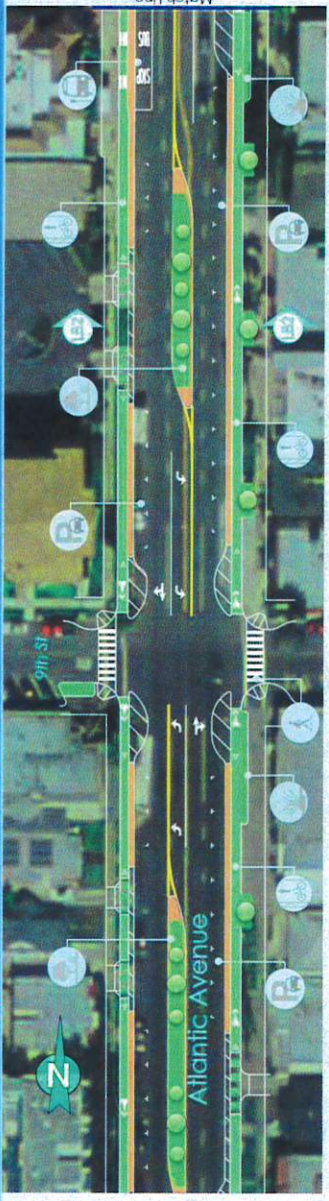


View Point 14

ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)

Focus Area 13
Exhibit

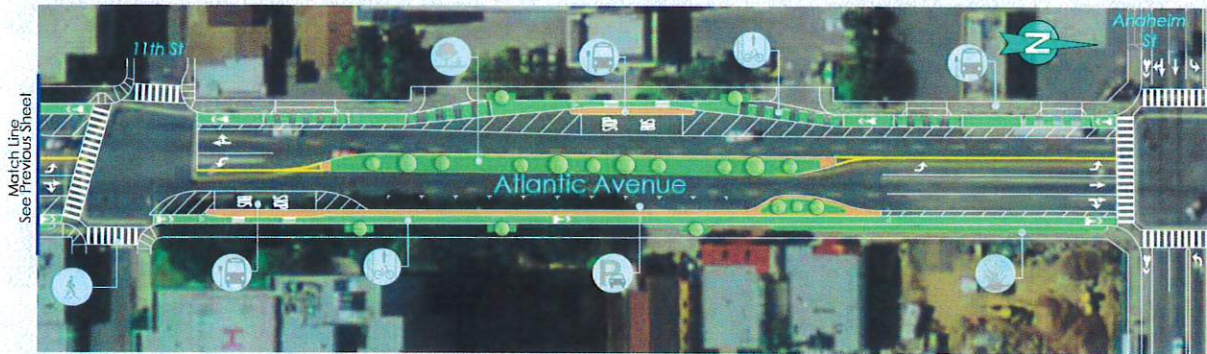




ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)

Focus Area 13
Exhibit

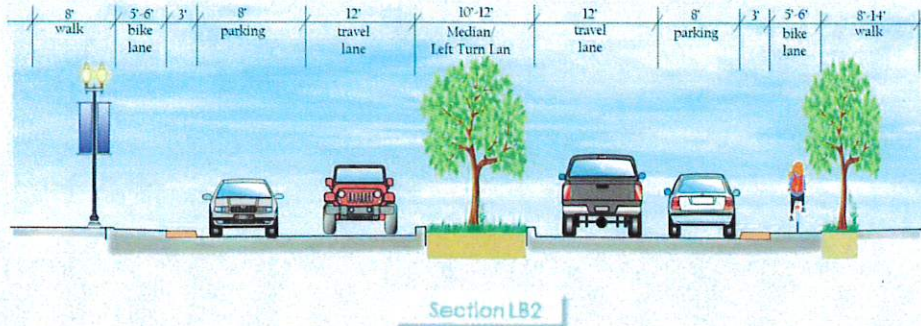




ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)

Focus Area 13
Exhibit



3.10.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Long Beach was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Long Beach:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	3,000,000	\$ 2	\$ 6,000,000
Pavement - Widening	SF	460,000	\$ 15	\$ 6,900,000
Enhanced Pavement	SF	62,000	\$ 20	\$ 1,240,000
Curb and Gutter Removal	LF	57,000	\$ 5	\$ 285,000
Curb and Gutter Construction	LF	57,000	\$ 30	\$ 1,710,000
Median Curbs including removal	LF	21,000	\$ 35	\$ 735,000
Curb Ramps	EA	300	\$ 3,500	\$ 1,050,000
Driveways	SF	80,000	\$ 8	\$ 640,000
Sidewalk	SF	270,000	\$ 6	\$ 1,620,000
Enhanced Sidewalk	SF	64,000	\$ 12	\$ 768,000
Sidewalk Railing	LF	4,400	\$ 50	\$ 220,000
Tree Removal	EA	1,800	\$ 500	\$ 900,000
Tree Replacement	EA	1,800	\$ 2,500	\$ 4,500,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	26,340,000	\$ 26,340,000
Distribution Undergrounding Utilities	LS	1	9,700,000	\$ 9,700,000
Street Light Replacement	EA	460	5,000	\$ 2,300,000
Traffic Signal Mod.	EA	53	300,000	\$ 15,900,000
Grading	CY	32,300	15	\$ 484,500
Drain Inlets - Includes Connector Pipe	EA	160	10,000	\$ 1,600,000
Transit Stops	EA	106	15,000	\$ 1,590,000
Bike Lockers	EA	10	10,000	\$ 100,000
Landscape and Irrigation (drought tolerant)	SF	345,000	25	\$ 8,625,000
Signing and Striping	LF	80,000	10	\$ 800,000
Monument Signage	EA	6	20,000	\$ 120,000
Storm Water Treatment	LS	3	810,000	\$ 2,430,000
			Subtotal (rounded)	\$ 96,558,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 2,413,950	\$ 2,414,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
			Subtotal Construction Capital	\$ 99,072,000
			Contingency (20%)	\$ 19,815,000
			Estimated Construction Capital	\$ 118,887,000
Preliminary Engineering & Environmental	3%		\$	3,567,000
PS&E	9%		\$	10,700,000
Construction Management	8%		\$	9,511,000
Admin	5%		\$	5,945,000
Subtotal Soft Costs	25%		\$	29,722,000
			Estimated Total	\$ 148,609,000



4 COST ESTIMATE & FUNDING

4.1.1 Cost Estimate

The intent of the high-level cost estimate is to provide a general magnitude of capital cost necessary to plan, design and construct the projects.

The Order of Magnitude cost estimates are based on

1. Street Designations
2. The specific improvements that each jurisdiction wishes to incorporate
3. Current/recent bid packages from improvements that have similar bid items were utilized in the calculation the cost estimates

The high-level estimates include the necessary planning, environmental, design and construction costs to construct the Corridor improvements for each jurisdiction. The details of the cost estimate are included in each of the jurisdictional tabs within this report.

Jurisdiction	Support	Capital	Total
Unincorporated LA (East LA)	\$ 3,371,000	\$ 13,481,000	\$ 16,852,000
Commerce	\$ 6,529,000	\$ 26,114,000	\$ 32,643,000
Vernon	\$ 20,693,000	\$ 82,770,000	\$ 103,463,000
Maywood	\$ 2,354,000	\$ 9,414,000	\$ 11,768,000
Bell	\$ 2,629,000	\$ 10,515,000	\$ 13,144,000
Cudahay	\$ 3,465,000	\$ 13,860,000	\$ 17,325,000
South Gate	\$ 4,871,000	\$ 19,481,000	\$ 24,352,000
Lynwood	\$ 4,325,000	\$ 17,297,000	\$ 21,622,000
Unincorporated LA E Rancho Dominguez	\$ 5,351,000	\$ 21,402,000	\$ 26,753,000
Compton	\$ 16,946,000	\$ 67,784,000	\$ 84,730,000
Long Beach	\$ 29,722,000	\$ 118,887,000	\$ 148,609,000
Total Estimated Costs	\$100,256,000	\$401,005,000	\$ 501,261,000



4.1.2 Funding

The next steps include an implementation strategy necessary to secure funding for the project. Building the project can be completed in a variety of ways, including the following funding opportunities:

General Funding Opportunities	How Funds can be used: Phases & Eligibility
Caltrans Sustainability	Planning Phase Only
Caltrans Active Transportation Program	Planning Phase Only, can be specific to Safe Routes to School
California Cap & Trade	All Phases, per submission requirements, Construction Phase
LA-River (AB-530)	Could be used to improve accessibility near the LA River, all Phases
Gateway Urban Greening (WCA)	Could be used to improve accessibility near the watersheds, all Phases
RMC Prop 1	Could be used to improve accessibility near the watersheds, all Phases
Caltrans Highway Safety Improvement Plan (HSIP)	Improves Traffic Safety, Construction Phase
City Specific Prop. A	For all Phases, along Transit Related Improvements
City Specific Prop. C	Flexible use for all phases along High-Quality Transit Corridor
Metro Call for Projects	Flexible Use, speculative if "Call" will be announced including timing
Local Return Measure R	Flexible use for all phases
Local Return Measure M	Flexible use for all phases
Federal Programs such as the TIGER Grant	Flexible use for Construction Phase
Safe Clean Water Program (SCWP)	For all Phases

The competitive funding options available will be monitored by GCCOG staff work, who will coordinate with the cities. Once a source is identified, coordination will take place regarding the pieces or portions of the Corridor that fit within the requirements of the funding opportunity. GCCOG staff will identify opportunities and coordinate with the city a strategy for being able to submit the necessary justification for funds.



5 COVID-19 CONSIDERATIONS

On March 15, 2020, seven San Francisco Bay Area counties order their 7 million residents to shelter in place and only go outside for food, medicine and other essentials. Four days later on March 19, 2020, Newsom issued the nation's first statewide stay-at home order, closing all nonessential businesses and restaurant dining. This was the beginning of a pandemic caused by Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus called SARS-CoV-2. Approximately two months after the Atlantic Corridor study commenced. Not only has it impacted the logistics regarding this study but has significantly impacted the agencies and our communities in profound ways. After the agencies adjusted to the new norm of conducting business, the study continued through a new technology Zoom, that provided a videotelephony service for the agencies and the team.

From a transportation perspective, the traffic volumes have been significantly reduced on all transportation facilities within the state. Additionally, many of the businesses have been significantly impacted including those long this Corridor, to the point of not only losing in revenue and employment but sometimes the closure of the business altogether. Agencies/jurisdictions have been very accommodating regarding attempts to accommodate business by allowing them to utilize sidewalks and sometimes parking areas to conduct business that allows for social distancing to minimize COVID-19 transmission spreading. It is unknown how long businesses will need, or wish, to conduct affairs outdoors and to utilize sidewalk and parking areas.

Governor Newsom's limited stay-at-home order issued on Nov. 19, as well as the broader regional order he signed on December 3 that went into effect on December 6-21, thus eliminating essential businesses including outdoor restaurant dining in hopes of slowing the unprecedented spread of the coronavirus in California. This is the second financial impact the businesses along the corridor have experienced, also impacting the traffic volumes.

The first vaccine was released in the US on the week of December 14, 2020. While there are many unknowns regarding who and how many will be vaccinated and when restrictions will be lifted in LA county and statewide, it is hard to determine if business operations will ever resume normally and/or if traffic volumes will ever return again to what they were pre-pandemic.

COVID-19 has changed the way people work, including in acceptance of remote work/telecommuting which may remain a permanent solution for some. This could help to keep traffic volumes low, if remotely working continues to be widely acceptable. And in this particular case, this may allow a transformation of the Corridor, if the high volumes are no longer needed, resulting in being able to reduce lanes, or configure them differently, to make room for additional complete streets features. Outdoor dining can become the new normal and sidewalks will be impacted or the need to minimize lane widths to accommodate both businesses and pedestrian traffic.



6 STEPS FORWARD

Steps forward can include a variety of options. From a general standpoint, the project will follow the traditional project development process, as included in section 2.4. Additionally, the project will need to be broken into components by mode or by specific geographical section depending on the funding opportunity. Because the Corridor is large and the cost estimate is high, a multi variable funding plan is necessary in order to implement the master plan. The graphic on the following page illustrates the typical project development program timeline and major events necessary to deliver a large capital improvement project.

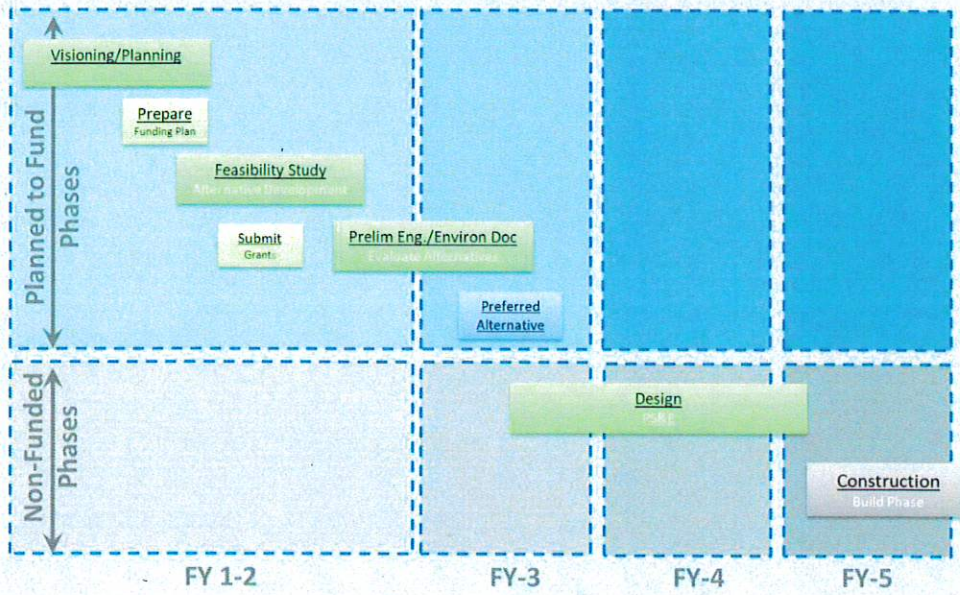
Additionally, several examples of how the project could be implemented are as follows:

Option 1	Fund a geographical section of the master plan including all concept characteristics shown in the master plan.
Option 2	Fund only a portion, such as aesthetically consistent bus shelters, for the overall Corridor.
Option 3	Fund the full concept for intersections only and tie in to the Atlantic Mainline until additional funding becomes available.

There are likely many options to implementing the Master Plan and the Gateway Cities is available to identify funding opportunities consistent with the Corridor Master Plan.



Typical Project Development Program



JAN 18 2022

WARRANT REGISTER FOR COUNCIL MEETING 1/25/2022

PART I

apChkLst
01/05/2022 10:28:08AM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
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95283	1/6/2022	00002421 POLICE MANAGEMENT ASSOCIA	Ben294749	1/6/2022	POLICE MANAGEMENT ASSOC. I	2,250.00	2,250.00
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95285	1/6/2022	0011466 PRINCIPAL LIFE INSURANCE CO.	Ben294733	1/6/2022	PRINCIPAL DENTAL PPO (MISC):	30,524.64	30,524.64
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95286	1/6/2022	0011467 RELIANCE STANDARD	Ben294737	1/6/2022	LONG TERM DISABILITY: PAYME	4,166.06	4,166.06
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95287	1/6/2022	0007462 SHERIFF'S DEPARTMENT LA COL	Ben294747	1/6/2022	GARNISHMENT-SHERIFF'S COM	548.90	548.90
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95288	1/6/2022	0011468 SUPERIOR VISION SERVICES, IN	Ben294735	1/6/2022	SUPERIOR VISION MISC.: PAYME	3,895.29	3,895.29
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Sub total for BANK OF THE WEST:							56,346.81
Grand Total All Checks:							56,346.81

15 checks in this report.

Item No. 12

WARRANT REGISTER FOR COUNCIL MEETING 1/25/2022

PART II

apChkLst
01/06/2022 3:32:00PM

Final Check List
CITY OF SOUTH GATE

Page: 1

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Voucher:

Sub total for BANK OF THE WEST: 2,725.00

1 check in this report.

Grand Total All Checks: 2,725.00

Gray highlights indicate prepaid checks

WARRANT REGISTER FOR COUNCIL MEETING 1/25/2022

PART III

apChkLst
01/13/2022 12:58:21PM

Final Check List
CITY OF SOUTH GATE

Page: 6

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		Voucher:		000191	12/13/2021	WORK COMPLETED AS OF 12/10	5,800.00
95292	1/25/2022	00004374	A & G SALES FENCE AND SUPPL	20437	12/6/2021	FENCE ITEMS FOR CITY FENCE:	92.40
		Voucher:					92.40
95293	1/25/2022	00004372	AIRGAS USA, LLC	9120475839	12/8/2021	CARBON DIOXIDE DELIVERY	158.32
		Voucher:		9119640291	11/30/2021	CARBON DIOXIDE FOR POOL	179.34
				9120761695	12/16/2021	CARBON DIOXIDE BULK DELIVEI	207.42
				9120903599	1/12/2022	CARBON DIOXIDE FOR POOL	156.97
95294	1/25/2022	0011325	ALAN'S LAWN & GARDEN CENTE	1065199	12/6/2021	CHAINSAW REPAIRS	555.69
		Voucher:		1065200	12/6/2021	CHAINSAW REPAIRS	347.15
				1065205	12/6/2021	BLOWER	167.57
95295	1/25/2022	00000185	ALL CITY MANAGEMENT SERVICI	73259	11/17/2021	10/31/21-11/13/21: SCHOOL CRO:	21,645.70
		Voucher:					21,645.70
95296	1/25/2022	0011577	ALL PHASE ELECTRIC SUPPLY C	0946-1029134	12/13/2021	TRAFFIC SIGNAL SYSTEM REPA	1,315.83
		Voucher:					1,315.83
95297	1/25/2022	00000018	AMERICAN RENTAL INC.	150918	12/8/2021	ST POLES FOR PENNSYLVANIA I	369.34
		Voucher:		492132	12/7/2021	REPAIRS FOR ST. LIGHT KNOCK	218.62
95298	1/25/2022	0007290	APW KNOX-SEEMAN	17171915	12/21/2021	UNIT# 132,133 OIL FILTER AND R	66.35
		Voucher:		17173108	12/21/2021	UNIT#209 FLUID RESERVOIR	296.59
				17173079	12/21/2021	UNIT# 141 CONTROL ARM	209.59
95299	1/25/2022	00000201	ATLANTIC LOCK & KEY	00421	12/14/2021	KEYS DUPLICATE	33.07
		Voucher:					33.07
95300	1/25/2022	0009040	ATLAS BACKFLOW	36789	12/7/2021	REPAIR AND RETEST METERS	465.82
		Voucher:		36788	12/7/2021	BACKFLOW TEST	1,140.00
95301	1/25/2022	0010585	AUTOZONE STORES, INC.	5488594438	12/6/2021	UNIT# 295 TRUNK LIFT	22.51
		Voucher:		5488590575	12/2/2021	UNIT# 726 BATTERY	150.87
				5488602669	12/14/2021	UNIT# 190 OXYGEN SENSOR	75.61
				5488595849	12/7/2021	UNIT# 295 TOOL BOX	67.54
				5488604145	12/16/2021	ENGINE DEGREASER	32.94
				5488596646	12/8/2021	UNIT# 638 AUTOLITE CONV SPAI	23.73
95302	1/25/2022	0011336	AVANT-GARDE INC.	7322-NOV 2021	12/13/2021	NOV 2021 2ND YEAR OF CONTR	26,170.00
		Voucher:					26,170.00
95303	1/25/2022	0011669	BDO USA LLP	OO1650627	11/29/2021	11/22/2021 BDO USA, LLP- GENE	1,496.50
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		Voucher:	3015129	11/18/2021	17" RESPONDER MINI MAGNETIK	428.87	1,288.82
95306	1/25/2022	0009876 BIGGS CARDOSA	82918	12/1/2021	9/1/21-10/31/21: DESIGN OF THE	34,371.65	34,371.65
		Voucher:					
95307	1/25/2022	0008396 BLUE DIAMOND MATERIALS	2522727	11/15/2021	USE OF DUMP BOB TAIL AT SOU	175.00	
		Voucher:	2544175	11/27/2021	COLD MIX CONCRETE	398.99	573.99
95308	1/25/2022	00000418 BRADLEYS PLASTIC BAG CO	344310	12/14/2021	SUPPLIES FOR JAIL - 8X15 POLY	78.03	78.03
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95309	1/25/2022	0006239 CENTRAL FORD	382370	12/7/2021	UNIT# 317 HOSE	107.60	
		Voucher:	C80268	11/16/2021	DIAGNOSIS PROCEDURES	240.00	
			382987	12/20/2021	UNIT#602 INTEKE HOSE	62.78	
			383001	12/20/2021	UNIT#185 BRAKES	561.53	
			383182	12/23/2021	UNIT# 138 BATTERY	154.52	
			383095	12/22/2021	UNIT# 198 BLOW AIR MOTOR	197.25	
			383109	12/22/2021	UNIT# 198 AC LINE	98.63	
			382377	12/7/2021	UNIT# 317 WIRE AND GLOW FOF	241.89	
			383181	12/23/2021	UNIT#117 POWER STEERING PU	230.37	
			383183	12/23/2021	UNIT# 138 THROTTLE	391.85	
			383135	12/22/2021	UNIT#117 ALTERNATOR	266.71	
			383038	12/21/2021	EVAP VALVE	61.10	
			382550	12/10/2021	UNIT#655 RUNNING BOARDS	435.76	3,049.99
95310	1/25/2022	0005622 CLARK SEIF CLARK, INC.	071539	12/10/2021	TRANSMISSION ELECTRON MIC	1,875.20	1,875.20
		Voucher:					
95311	1/25/2022	0011922 CONCENTRA MEDICAL CENTERS	73684036	12/8/2021	DUI BLOOD DRAW (1) 12/03/2021	187.00	
		Voucher:	73777386	12/15/2021	DUI BLOOD DRAWS AND OK TO	104.00	291.00
95312	1/25/2022	0010352 COUNTY OF LOS ANGELES	IN1064910	11/9/2021	FY2021-2022 BACKFLOW ASSEM	37.00	
		Voucher:	IN1064754	11/9/2021	FY2021-2022 BACKFLOW ASSEM	37.00	
			IN1058241	11/9/2021	.FY20212022 BACKFLOW ASSEMI	74.00	
			IN1062863	11/9/2021	FY2021-2022 BACKFLOW ASSEM	74.00	
			IN1066033	11/9/2021	FY2021-2022 BACKFLOW ASSEM	74.00	
			IN1062328	11/9/2021	FY2021-2022 BACKFLOW ASSEM	296.00	592.00
95313	1/25/2022	0013338 CREE LIGHTING	2565134	10/21/2021	L.E.D. ROADWAY LIGHT FIXTURE	49,741.50	49,741.50
		Voucher:					

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95314	1/25/2022	00003702	D & M TIRES & MUFFLERS	3749	12/15/2021	UNIT# 405 NEW CATALYTIC	1,200.00	1,200.00
		Voucher:						
95315	1/25/2022	00001423	DAILY JOURNAL CORPORATION	B3541531	12/30/2021	ORDANCE PUBLICATION: ORDAI	95.00	
		Voucher:		B3538619	12/16/2021	ORDANCE PUBLICATION: ORDAI	120.00	
				B3538615	12/16/2021	ORDANCE PUBLICATION: ORDAI	165.00	
				B3538614	12/16/2021	ORDANCE PUBLICATION: ORDAI	130.00	510.00
95316	1/25/2022	0013290	DANNY, OSEGUERA	2021-101.18-CC	1/3/2022	CDBG-CV SMALL BUSINESS JOE	7,500.00	7,500.00
		Voucher:						
95317	1/25/2022	00000314	DAPEER ROSENBLIT & LITVAK	LL19527	10/31/2021	OCT 2021 SPECIALIZED LEHAL S	838.50	
		Voucher:		19526	10/31/2021	OCT 2021 MUNICIPAL CODE COM	9,160.44	9,998.94
95318	1/25/2022	00003724	DAVIS BLUE PRINT COMPANY INC	DBP20640	11/23/2021	48"X96" REFLECTIVE ALUMINUM	770.84	770.84
		Voucher:						
95319	1/25/2022	00001565	DEPT OF JUSTICE-(DOJ) CENTR	550440	12/3/2021	NOV 2021 FINGERPRINT APPS-C	128.00	128.00
		Voucher:						
95320	1/25/2022	00003777	DON MILLER & SONS PLUMBING	353365	11/30/2021	PLUMBING MATERIAL AND ADAP	219.30	
		Voucher:		353086	11/30/2021	PLUMBING MATERIAL	744.17	963.47
95321	1/25/2022	00001917	ENTENMANN - ROVIN CO.	0162769-IN	12/13/2021	BADGES REPAIR/REFINISH/REPI	505.55	505.55
		Voucher:						
95322	1/25/2022	0013119	EXPRESS ENERGY SERVICES	INEES-1	11/19/2021	CONSTRUCTION OF THE PARK L	176,701.49	176,701.49
		Voucher:						
95323	1/25/2022	0010558	FACTORY MOTOR PARTS COMP	A106-441019	11/24/2021	UNIT# 145,155 KIT BRAKE LININ	152.73	
		Voucher:		12-4353888	11/24/2021	UNIT#155 ROTOR ASY BRAKE	119.78	
				101-380287	11/24/2021	UNIT #145 ROTOR ASY	239.56	512.07
95324	1/25/2022	00000619	FALCON FUELS, INC.	42172	12/14/2021	REGULAR UNLEADED FUEL & S/	5,414.78	
		Voucher:		41723	11/30/2021	REGULAR UNLEADED FUEL & S/	36,735.29	
				41832	12/2/2021	ULTRA LOW SULFUR DIESEL & SA	4,453.34	
				45139	12/2/2021	DYED DIESEL & SALES TAX	2,259.81	48,863.22
95325	1/25/2022	00002026	FEDERAL EXPRESS CORPORATI	7-600-58603	12/17/2021	FEDEX PRIORITY OVERNIGHT	12.89	
		Voucher:		7-593-27364	12/10/2021	FEDEX PRIORITY OVERNIGHT	16.51	
				7-579-15546	11/26/2021	FEDEX STANDARD OVERNIGHT	19.28	48.68
95326	1/25/2022	00003770	FLEMING ENVIRONMENTAL INC.	18018	12/2/2021	30 DAY INSPECTION	540.00	540.00
		Voucher:						
95327	1/25/2022	0010354	FRITTS FORD	F00510	9/22/2021	2021 TRANSIT VAN TO REPLACE	33,895.87	33,895.87
		Voucher:						

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95328	1/25/2022	0012666	GENERAL ALARM SERVICES, INC128570	1/1/2022	JAN 2022: BURGLAR AND FIRE A	75.00	75.00
		Voucher:					
95329	1/25/2022	00002304	GENERAL PUMP COMPANY 29002	12/9/2021	AS-NEEDED WELL MAINT SERVI	7,250.00	
		Voucher:	28981	11/30/2021	AS-NEEDED WELL MAINT SERVI	9,930.00	17,180.00
95330	1/25/2022	0013185	GILMAN CONSTRUCTION MEDIA 1970	1/6/2022	PROVIDE GC MEDIA 4K CONSTR	339.00	339.00
		Voucher:					
95331	1/25/2022	0010016	GLOBAL PARATRANSIT INC. 112122-05	1/4/2022	NOV 2021: TRANSIT SVCS FOR F	59,718.17	59,718.17
		Voucher:					
95332	1/25/2022	00002890	GRAINGER 9152073244	12/15/2021	HEAVY DUTY CLOSER - FACILIT	713.11	
		Voucher:	9145038239	12/8/2021	RAIL - FACILITY MAINT REPAIRS	340.36	
			9122831846	11/16/2021	FACILITY MAINTENANCE PLUMB	163.48	1,216.95
95333	1/25/2022	00000534	GRANDE VISTA STEEL 168291	12/14/2021	BACK AND TOPS FOR NEW PARI	330.75	330.75
		Voucher:					
95334	1/25/2022	0013070	GRIFFIN STRUCTURES, INC. GSI-SGUO-05	10/31/2021	CONSTRUCTION MANAGEMENT	64,296.01	64,296.01
		Voucher:					
95335	1/25/2022	00002577	HACH COMPANY 12773800	12/2/2021	CHLORINE, WITH BOX AND POC	1,211.55	1,211.55
		Voucher:					
95336	1/25/2022	0011526	HASA, INC. 791310	12/9/2021	MULTI-CHLOR	540.46	
		Voucher:	791301	12/9/2021	MULTI-CHLOR	310.48	
			791302	12/9/2021	MULTI-CHLOR	248.05	
			779207	9/22/2021	MULTI-CHLOR	221.60	
			779205	9/22/2021	MULTI-CHLOR	258.54	1,579.13

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95337	1/25/2022	00000268	HOME DEPOT CREDIT SERVICES8354001	11/30/2021	WORK ORDER #820343, SUPPLI	278.72		
	Voucher:		1370495	11/17/2021	PAINT FOR GRAFFITI DEPT., RO	318.35		
			3370773	12/15/2021	GRAFFITI PAINT FOR SG PARK	541.37		
			0342626	12/8/2021	MATERIAL FOR TS KNOCKDOWN	139.15		
			5370823	12/23/2021	BUNGEE CORDS FOR VEHICLE	30.80		
			6370649	12/2/2021	MATERIALS TO RE-STOCK STAN	295.49		
			4354101	12/14/2021	GRAFFITI PAINT	272.58		
			0354046	12/8/2021	CIVIC CTR INSTALL	146.26		
			7350046	12/21/2021	SUPPLIES FOR PARK YARD	35.05		
			6340028	12/22/2021	MATERIALS FOR CIVIC CTR PRC	47.40		
			430764	12/14/2021	PAINT FOR PD BASEMENT	89.21		
			0370703	12/8/2021	MATERIALS FOR VARIOUS FACIL	245.66		
			2342604	12/6/2021	CIVIC CENTER ROOF PATCH FO	127.80		
			4370767	12/14/2021	PAINT FOR SR CENTER	58.85		
			0030512	11/16/2021	ROPE FOR RESTAKING TREE	13.18		
			4370763	12/14/2021	STORAGE BOXES	140.62		
			7360790	12/21/2021	GROUNDS SUPPLIES	280.81		
			0342629	12/8/2021	MATERIALS FOR CHAIR REPAIR	39.29		
			0360747	12/8/2021	DOOR STOP FOR CHIEF OFFICE	44.74		
			2370777	12/16/2021	WELLHOUSE MAINT SUPPLIES	69.83	3,215.16	
95338	1/25/2022	00000647	HONEYWELL INTERNATIONAL IN5258023512	10/30/2021	SPORTS CENTER - TROUBLESH	1,453.00	1,453.00	
	Voucher:							
95339	1/25/2022	0008392	IMMIX TECHNOLOGY, INC	156505	7/22/2021	WORKFORCE TELESTAFF UPGR	180.00	
	Voucher:		158016	11/12/2021	WORKFORCE TELESTAFF UPGR	790.00		
			157376	9/26/2021	WORKFORCE TELESTAFF UPGR	90.00		
			156700	8/6/2021	WORKFORCE TELESTAFF UPGR	315.00	1,375.00	
95340	1/25/2022	0013004	INTERSTATE FLEET MAINTENAN44781	12/17/2021	DIESEL PARTICULATE FILTER SE	650.00	650.00	
	Voucher:							
95341	1/25/2022	0011271	ITRON, INC.	609135	12/12/2021	HARDWARE/SOFTWARE FOR MI	4,680.77	4,680.77
	Voucher:							
95342	1/25/2022	0008222	JCL TRAFFIC SERVICES	112309	12/1/2021	FREQUENT STOP SAFETY STICK	188.53	188.53
	Voucher:							
95343	1/25/2022	0005586	JOE A. GONSALVES & SONS	159531	12/16/2021	JAN 2022: STATE LOBBYIST SER	2,500.00	2,500.00
	Voucher:							

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95344	1/25/2022	0011585	JOHNSON CONTROLS FIRE	88227427	10/25/2021	SAFETY AND PERSONAL PROTE	1,446.00
	Voucher:			88188115	10/8/2021	SAFETY AND PERSONAL PROTE	432.95
				22658705	12/8/2021	7/21-6/22 JOHNSON CONT FIRE:	211.75
				22657984	12/7/2021	7/21-6/22JOHNSON CON FIRE: FI	628.50
				22659437	12/9/2021	7/21-6/22 JOHNSON CON FIRE: F	296.67
				22659421	12/9/2021	7/21-6/22JOHNSON CON FIRE: FI	307.00
				22659439	12/9/2021	7/21-6/22 JOHNSON CON FIRE: F	307.00
				88000466	8/5/2021	SERVICE CALL - AUDITORIUM	925.61
				88188134	10/8/2021	MECHANICAL AND SUPPRESSIO	563.88
				22658711	12/8/2021	7/21-6/22JOHNSON CON FIRE: FI	152.50
				22659433	12/9/2021	7/21-6/22JOHNSON CON FIRE: FI	212.00
				22659423	12/9/2021	7/21-6/22JOHNSON CON FIRE: FI	297.33
							5,781.19
95345	1/25/2022	0010099	L.G.P. EQUIPMENT RENTALS, INC	120794	10/21/2021	HAND HELD CORE DRILL EQUIP	286.29
	Voucher:						286.29
95346	1/25/2022	0008150	L.N. CURTIS & SONS	INV551296	12/13/2021	ACCESSORIES FOR DISPATCHE	29.05
	Voucher:						29.05
95347	1/25/2022	0006905	LA COUNTY SHERIFF'S DEPARTM	221379SG	12/14/2021	NOV 2021 FOOD FOR THE JAIL	569.40
	Voucher:						569.40
95348	1/25/2022	00005062	LA CTY POLICE CHIEF'S ASSOC.	2022-DUES	1/4/2022	2022 LACPCA ANNUAL DUES -	500.00
	Voucher:						500.00
95349	1/25/2022	0012590	LA TRUCK & AUTO INC, NAPA AU	5156-213588	11/30/2021	UNIT#464 OIL AND AIR FILTER	36.63
	Voucher:			5156-213884	12/2/2021	UNIT# 466 PARKS OIL FILTER	143.68
				5156-215658	12/21/2021	SHOP SUPPLIES FOR VEHICLES	139.69
				5156-214346	12/7/2021	UNIT# 466 FUEL FILTER	50.22
				5156-214442	12/8/2021	UNIT# 167 BRAKES	282.42
				5156-214490	12/8/2021	UNIT# 167 BRAKES	261.35
							913.99
95350	1/25/2022	00004269	M.L. BERNIE COMPANY INC	169035	12/22/2021	KEX BLOW GUN MALE COUPLEF	125.55
	Voucher:						125.55
95351	1/25/2022	0010477	MACS 14	22653	12/7/2021	UNIT#479 SMOG CHECK	35.00
	Voucher:			22668	12/7/2021	UNIT#342 SMOG CHECK	35.00
				21232	12/6/2021	UNIT# 645 SMOG CHECK	35.00
				22652	12/7/2021	UNIT# 655 SMOG CHECK	35.00
				22724	12/16/2021	UNIT#405 SMOG CHECK	35.00
							175.00
95352	1/25/2022	0012870	MARIELENA BIBRIESCA DE AREL	MBFALL1221-02	12/18/2021	11/16/21-12/16/21: TONE IT UP	280.00
	Voucher:			MBFALL1221-01	12/18/2021	11/15/21-12/15/21: STEP AEROBIK	280.00
							560.00

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95353	1/25/2022	00004060	MCMaster-CARR SUPPLY CO	69463777	12/7/2021	DUAL HAND STEEL TOOL	103.64
	Voucher:			69795640	12/13/2021	THREADING LUBRICANT	224.93
				69876661	12/14/2021	VIBRATION & CORROSION RESI	230.00
				69403413	12/6/2021	PIPE FITTINGS FOR WELL REPA	280.49
							839.06
95354	1/25/2022	0011575	MERCHANTS BUILDING	649994	11/30/2021	NOV 2021 MBM- ONE YEAR EXT	6,888.00
	Voucher:			649993	11/30/2021	NOV 2021 MBM- ONE YEAR EXT	19,542.44
							26,430.44
95355	1/25/2022	00003815	MICHELSON LABORATORIES, INC	0606413	6/8/2021	MAY BILLING - HETEROTROPHIC	1,207.50
	Voucher:			0615244	10/5/2021	MONTHLY BILLING - HETEROTRO	945.00
				0619827	12/3/2021	MONTHLY BILLING - HETEROTRO	942.50
				0610611	8/5/2021	MONTHLY BILLING - JULY HETEF	988.75
				0613059	9/6/2021	MONTHLY BILLING - AUGUST HE	1,198.75
							5,282.50
95356	1/25/2022	00000170	MISC - PKS & REC REFUND	258835	12/21/2021	REFUND: FITNESS ADULT MEMB	25.00
	Voucher:						25.00
95357	1/25/2022	00004335	MOTOROLA SOLUTIONS, INC	8230339823	9/11/2021	10/11/21-10/10/22: RENEWAL - CF	3,000.00
	Voucher:						3,000.00
95358	1/25/2022	0012932	MUNICIPAL RESOURCE GROUP, I03-21-566		12/21/2021	10/27-21-11/30/21: ORGANIZATIO	3,993.75
	Voucher:						3,993.75
95359	1/25/2022	0009426	MV CHENG & ASSOCIATES, INC.	12/21/2021A	1/5/2022	DEC 2021: PROFESSIONAL SER	1,265.00
	Voucher:			12/21/2021B	1/5/2022	DEC 2021: AS-NEEDED ACCOUN	8,540.00
				12/21/2021C	1/5/2022	DEC 2021: PROFESSIONAL SER	2,280.00
							12,085.00
95360	1/25/2022	00004200	NATIONAL PLANT SERVICES, INC	17006-A	8/15/2021	JUN 2021: INSPECTION AND VIDI	7,578.73
	Voucher:						7,578.73
95361	1/25/2022	0012286	NATIONWIDE ENVIRONMENTAL, I32061		12/15/2021	DEC 2021: ANNUAL ST SWP CON	56,580.00
	Voucher:						56,580.00
95362	1/25/2022	0010683	NEW CHEF FASHION, INC.	1020140	12/13/2021	UNIFORM FOR NEW EMPLOYEE	154.32
	Voucher:						154.32
95363	1/25/2022	00003867	NUCCIO'S NURSERIES INC.	T1220-1	12/20/2021	FERTILIZER - AZALEAS	98.55
	Voucher:						98.55
95364	1/25/2022	0012202	NUMA NETWORKS	31369	1/5/2021	3/11/22-3/11/23 NUMA NETWORK	48,435.44
	Voucher:						48,435.44
95365	1/25/2022	0013096	OFFICE TEAM	59077313	12/21/2021	W/E 12/17/21: TEMPORARY STAF	1,500.00
	Voucher:			59126965	12/29/2021	W/E 12/24/21 JUAN SANDOVAL T	1,500.00
							3,000.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95366	1/25/2022	0007984	O'REILLY AUTO PARTS	3063-438649	12/6/2021	UNIT#317 TOOL PLUG HORNS	14.32
	Voucher:			3063-438932	12/8/2021	UNIT#405 SENSOR	52.36
				3063-439067	12/9/2021	UNIT#638 ENGINE WIRE SET	59.06
				3063-439978	12/15/2021	UNIT#190 OIL PRESSURE SWITC	49.34
				3063-440059	12/16/2021	UNIT #190 COOLANT RESERVOII	68.43
				3063-440667	12/20/2021	REPLACEMENT PARTS	152.71
							396.22
95367	1/25/2022	00005204	PD: CANCIO, ROGER	1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	272.60
	Voucher:						272.60
95368	1/25/2022	00003620	PD: CORELLA, CARLOS	1-3168	1/4/2022	NOV 20-23 2021 CA NARCOTICS	164.00
	Voucher:						164.00
95369	1/25/2022	00003809	PD: GONZALEZ, JUAN CARLOS	1-3168	1/4/2022	NOV 20-23 2021 TRAINING: CA N.	164.00
	Voucher:						164.00
95370	1/25/2022	00004542	PD: MALDONADO, LAURA	1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	272.60
	Voucher:						272.60
95371	1/25/2022	00004142	PD: NAVARRO, RICARDO	1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	272.60
	Voucher:						272.60
95372	1/25/2022	0013329	PD: PADILLA, ERIC	1-3168	1/4/2022	NOV 20-23 2021 TRAINING CA N/	164.00
	Voucher:						164.00
95373	1/25/2022	0009492	PD: PETERSON, ALOYSIUS	1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	141.00
	Voucher:			1-3168	1/4/2021	NOV 20-23 2021 TRAINING CA N/	164.00
				1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	272.60
							305.00
95374	1/25/2022	0010407	PD: REYES, ANTHONY	1-3167	1/4/2022	NOV 2-5 2021 TRAINING:WELLNE	272.60
	Voucher:						272.60
95375	1/25/2022	00002335	PITNEY BOWES	JAN 2022	1/12/2022	JAN 2022: RESERVE ACCOUNT M	1,500.00
	Voucher:						1,500.00
95376	1/25/2022	00003358	PK: COX, LINDSAY	013122	11/30/2021	2ND PAYMNET FOR 2022 MISS S	500.00
	Voucher:						500.00
95377	1/25/2022	0011257	PK: GUILMETTE, ROBERT	RGFALL1221	12/18/2021	11/15/21-12/15/21: YOGA	900.00
	Voucher:						900.00
95378	1/25/2022	0010624	PK: SANCHEZ, MARIBEL	MSFALL1221	12/18/2021	11/27/21-12/18/21: ZUMBA	315.00
	Voucher:						315.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95379	1/25/2022	0005405	POLLARDWATER.COM	0204077	11/24/2021	TOOLS FOR WATER REPAIRS	339.96	
		Voucher:		0204210	11/30/2021	DECHLORINATION TABLETS	453.94	
				0204212	12/1/2021	DOLLY FOR WATER DIVISION	119.07	
				0204897	12/13/2021	VALVE TOOL FOR TURN OFF SEI	116.31	
				CMC203231		CREDIT: RETURNED PART, INVO	-116.31	
				0204066	11/24/2021	TOOLS NEEDED FOR WATER RE	576.32	1,489.29
95380	1/25/2022	0012962	REGIONAL TAP SERVICE CENTE	6014843	8/31/2021	AUG 2021: TAP BUS PASSES	180.00	
		Voucher:		6015182	11/30/2021	NOV 2021: TAP BUS PASSES	80.00	260.00
95381	1/25/2022	00004773	RET: ALMANZA, JOSEPH A	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
95382	1/25/2022	0009815	RET: AMEY, ISAAC D	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95383	1/25/2022	0008275	RET: AROCHA, FRANCIS X.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
95384	1/25/2022	00001840	RET: BLASKA, WILLIAM MIKE	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
95385	1/25/2022	00004776	RET: CARTER, LLOYD B	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
95386	1/25/2022	00000495	RET: CHAVEZ, ANTHONY A	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95387	1/25/2022	0006505	RET: CORBET, RONALD	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
95388	1/25/2022	00004777	RET: DAY, ROBERT A	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
95389	1/25/2022	0008746	RET: DELEON, RUBEN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95390	1/25/2022	0011326	RET: GALVAN, RAY A.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95391	1/25/2022	0013282	RET: GARCIA, VIVIAN M.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95392	1/25/2022	0006508	RET: GOMEZ, JOSEPH C.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95393	1/25/2022	0006509	RET: HAMMOND, DONNA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95394	1/25/2022	0010881	RET: KOOPMANS, WILLIAM O.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95395	1/25/2022	0010410	RET: LEO, FRANK	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95396	1/25/2022	00003833	RET: MOOMEY, STEVEN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	518.00	518.00
		Voucher:						
95397	1/25/2022	00003798	RET: RANGEL, ARMANDO	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95398	1/25/2022	00000458	RET: SEWELL, ELAINE	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95399	1/25/2022	00000459	RET: SEWELL, KENNETH R	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
95400	1/25/2022	0013273	RET:SEKIYA, JONATHAN M	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
95401	1/25/2022	00003882	S A RENTERIA AUTO PARTS	451833	1/10/2022	UNIT# 204 PUMP MOTOR FOR LI	297.68	297.68
		Voucher:						
95402	1/25/2022	0010623	SECTRAN SECURITY INC.	21120488	12/10/2021	SECTRAN SECURITY INC. FY 21/	280.24	280.24
		Voucher:						
95403	1/25/2022	00004834	SECURITY SIGNAL DEVICES SYSR-00304175		1/1/2022	FY 2021/22: PUBLIC WORKS LOC	3,970.09	
		Voucher:	R-00334189		1/1/2022	FY 2021/22: WATER FACILITIES S	6,892.56	
			R-00335043		1/1/2022	FY 2021/22: PARKS & REC LOCA	7,992.10	
			S-01062378		12/3/2021	MODIFY PANEL PROGRAMMING	139.00	
			R-00331397		1/1/2022	FY 2021/22: CIVIC CENTER LOCA	6,442.74	25,436.49
95404	1/25/2022	0009926	SERVPRO OF DOWNEY/MONTEB4969173		9/8/2021	SOUTH GATE COURTHOUSE HY	2,280.00	2,280.00
		Voucher:						
95405	1/25/2022	0012098	SO CAL COMPTON PIPE SUPPLY 2737		12/16/2021	RESTOCK OF WATER DIVISION I	1,352.77	1,352.77
		Voucher:						
95406	1/25/2022	0013072	STATEWIDE SAFETY SYSTEM	40011229	1/3/2022	DOUBLE SIDED SIGNS	277.83	
		Voucher:		40011144	12/10/2021	CUSTOM YEILD SIGNS	644.29	
				40011114	12/2/2021	CUSTOM YELLOW BUTTON SIGN	133.19	1,055.31
95407	1/25/2022	0005394	STEVE SWAIN INVESTIGATOR	1423	11/13/2021	BACKGROUND INVESTIGATION I	1,300.00	
		Voucher:		1417	11/23/2021	BACKGROUND INVESTIGATION I	1,300.00	
				1411	11/8/2021	BACKGROUND INVESTIGATION I	1,349.95	3,949.95
95408	1/25/2022	0012514	SWIFTCOMPLY US OPCO INC.	INV-8127	9/1/2021	10/1/21-9/30/22: XC2 SOFTWARE	1,453.00	1,453.00
		Voucher:						

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95409	1/25/2022	0012517	T.Y. LIN INTERNATIONAL	102112227	12/15/2021	CONSTRUCTION MANAGEMENT	27,429.69	
		Voucher:		102110126	10/14/2021	SEP 2021 CONSTRUCTION MAN	50,491.14	
				102109175	9/20/2021	AUG 1 2021 CONSTRUCTION MA	42,930.00	120,850.83
95410	1/25/2022	0009039	TETRA TECH	51834164	12/16/2021	AS-NEEDED SUPPORT FOR WTF	440.00	440.00
		Voucher:						
95411	1/25/2022	0010457	THE PUN GROUP, LLP	113153	11/15/2021	PROGRESS BILLING #2 AUDIT F	20,000.00	
		Voucher:		113122	10/29/2021	PROGRESS BILLING #1 AUDIT F	20,000.00	40,000.00
95412	1/25/2022	0008153	TIME WARNER CABLE-	0008335120121	12/1/2021	DEC 2021: ACCT# 8448 30 017 00	161.26	
		Voucher:		0490384112721	11/27/2021	11/27/21-12/26/21: ACCT# 8448 30	147.38	308.64
95413	1/25/2022	0011640	TIREHUB, LLC	24406112	12/9/2021	UNIT# 134 GY WRL FORTITUDE F	514.19	
		Voucher:		24391268	12/8/2021	UNIT# 368 TRANSFORCE HT BW	538.95	1,053.14
95414	1/25/2022	0010265	UNITED PACIFIC SERVICES, INC. 21-1202-2		12/21/2021	TREE REMOVAL AT SG PARK	2,666.00	
		Voucher:		21-1216-2	12/16/2021	EMERGENCY TREE SERVICES	3,762.00	6,428.00
95415	1/25/2022	0012997	UNITED SITE SERVICES OF, CALI114-12697150		12/17/2021	12 MONTHS OF PORTA POTTY R	232.03	232.03
		Voucher:						
95416	1/25/2022	00003928	US BANK TRUST N.A.	788757000-FEB/2	2/1/2022	FEB 2022: COSG 2005 PENSION	167,814.33	167,814.33
		Voucher:						
95417	1/25/2022	0012817	UTILITY COST MANAGEMENT LL(25125		12/6/2021	UTILITY AUDIT SERVICE - 42% SI	1,778.80	1,778.80
		Voucher:						
95418	1/25/2022	00002634	VULCAN MATERIALS COMPANY	73158596	12/27/2021	ASPHALT & ENVIRONMENTAL FE	301.00	
		Voucher:		73158598	12/27/2021	ASPHALT & ENVIRONMENTAL FE	155.90	
				73145840	12/8/2021	ASPHALT, BASE, EMULSION PRC	362.99	
				73148568	12/10/2021	ASPHALT & ENVIRONMENTAL FE	433.31	
				73148566	12/10/2021	ASPHALT, BASE, EMULSION PRC	93.90	
				73153938	12/17/2021	ASPHALT & ENVIRONMENTAL FE	301.00	
				73143789	12/6/2021	ASPHALT & ENVIRONMENTAL FE	599.17	
				73148567	12/10/2021	ASPHALT, BASE, EMULSION PRC	419.39	
				73152039	12/15/2021	ASPHALT, BASE, EMULSION PRC	100.97	
				73158597	12/27/2021	ASPHALT & ENVIRONMENTAL FE	93.90	2,861.53
95419	1/25/2022	0011064	W.A. RASIC CONSTRUCTION, CO343559		12/17/2021	ON-CALL CONTRACT FOR WTR/	11,336.80	11,336.80
		Voucher:						
95420	1/25/2022	00004423	WALTERS WHOLESALE ELECTRI-S119508660.001		12/1/2021	BUILDING SYSTEM REPAIRS	114.58	114.58
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95421	1/25/2022	0010476	WECK LABORATORIES INC	W1K574-COSOUT	11/22/2021	WATER SAMPLES	75.00
	Voucher:			W1L0010-COSOU	12/1/2021	WATER SAMPLES	95.00
				W1L01093-COSO	12/21/2021	WATER SAMPLES	135.00
				W1L0125-COSOU	12/2/2021	WATER SAMPLES	135.00
				W1L1103-COSOU	12/13/2021	WATER SAMPLES	245.00
				W1L1111-COSOU	12/13/2021	WATER SAMPLES	150.00
				W1L0495-COSOU	12/7/2021	WATER SAMPLES	135.00
							970.00
95422	1/25/2022	00000561	WESTERN EXTERMINATOR COM	3075713	12/9/2021	DEC 2021 ANNUAL PEST CONTR	206.50
	Voucher:			3080738	12/3/2021	DEC 2021 ANNUAL PEST CONTR	149.00
				3073118	12/9/2021	DEC 2021 ANNUAL PEST CONTR	121.00
				3075714	12/9/2021	DEC 2021 ANNUAL PEST CONTR	69.50
							546.00
95423	1/25/2022	00001522	WHITE CAP CONSTRUCTION SU	4521590	12/7/2021	STREET LIGHT REPAIR.	1,071.94
	Voucher:						1,071.94
95424	1/25/2022	0012301	WHITTIER FERTILIZER COMPANY	380269	12/22/2021	RYE GRASS	88.20
	Voucher:						88.20
95425	1/25/2022	00000062	ZIEGLER'S HARDWARE& SUPPLY	12491	12/13/2021	MATERIAL TO REPAIR WTR LINE	41.82
	Voucher:			12495	12/14/2021	CHAIR GUARDS FOR PD SQUAD	43.25
				12500	12/15/2021	MATERIAL FOR PLUMBING REPA	22.02
				10506	12/20/2021	BASE BOARDS	30.81
				12478	12/15/2021	MATERIALS FOR CIVIC CTR PRC	37.46
				12410	11/15/2021	TOOLS FOR CONCRETE WORK	14.30
				12497	12/15/2021	KEY DUPLICATES FOR GENERA	8.78
				12457	11/29/2021	CORDS FOR CITY HALL TREE	28.62
				10514	12/22/2021	MATERIAL FOR CIVIC CTR PROJ	39.66
				12488	12/9/2021	MATERIALS FOR CIVIC CTR PRC	37.46
							304.18

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
2835199	12/21/2021	00004266	U.S. BANK CORPORATE PAYMEN				
		0005347	AMAZON.COM	112-7330479-3084	11/9/2021	3 X WD 2TB RED NAS SSD	788.82
		0005347	AMAZON.COM	112-3734207-6290	11/10/2021	2 X WD 2TB RED NAS SSD	573.28
		0005347	AMAZON.COM	112-1963046-8803	11/10/2021	3 X WD 2TB RED NAS SSD	859.92
		0005347	AMAZON.COM	113-2981090-9665	11/16/2021	DELL PERC H730 RAID CONTRO	164.85
		0005347	AMAZON.COM	113-1538674-5812	11/18/2021	SAMSUNG S20 FE CASE	14.28
		0005347	AMAZON.COM	113-1738162-8133	11/18/2021	KVM CABLES	66.12
		0009134	NORTHGATE MARKET	11/12/21	11/12/2021	TURKEY & GIFT CARDS FOR RE:	14,000.00
		0012391	OMNI RANCH LAS PALMAS RESC	40044813385	10/24/2021	10/24/21-1/27/21 TRAINING: CALI	476.99
		0013297	PEPPERMILL RESORT HOTEL	444752860721	11/20/2021	TRAINING: CALIFORNIA NARCOT	511.11
		0012391	OMNI RANCH LAS PALMAS RESC	2818897	10/24/2021	10/24/21-1/27/21 TRAINING: CALI	476.99
		0005305	PAYPAL	727315676855135	10/25/2021	TRAINING: FIRST RESPONDER V	199.00
		0005305	PAYPAL	3S1385185B6686	10/25/2021	TRAINING: FIRST RESPONDER V	199.00
		0006537	EXPEDIA	72186949592203	11/2/2021	TRAINING: WELLNESS ON THE F	185.65
		0010773	PARADISE POINT RESORT	12297276	11/5/2021	TRAINING: WELLNESS ON THE F	915.96
		0010773	PARADISE POINT RESORT	12296779	11/5/2021	TRAINING: WELLNESS ON THE F	915.96
		0010773	PARADISE POINT RESORT	12297029	11/5/2021	TRAINING: WELLNESS ON THE F	915.96
		0012892	NTLREST SERVSAFE	16N7071500	11/3/2021	TRAINING: SERVSAFE FOOD HA	15.00
		0010123	BREAKWATER AQUATICS	1752	11/2/2021	TRAINING: FIRST-AID CPR COUF	60.00
		0010773	PARADISE POINT RESORT	12296779-REFUN	11/1/2021	TRAINING: WELLNESS ON THE F	76.00
		0005295	WALMART	007746	10/25/2021	APPLE AV CABLE	49.57
		00000715	PD: CALIF PEACE OFFICERS ASS	63350283669	11/8/2021	TRAINING: CAPITOL TO COMMUI	125.00
		00004469	PD: CALIFORNIA POLICE CHIEFS	20531	11/9/2021	TRAINING: SECOND IN COMMAN	150.00
		00000715	PD: CALIF PEACE OFFICERS ASS	303430	11/9/2021	TRAINING: CAPITOL TO COMMUI	375.00
		0007582	PD: CAPE	09969	11/15/2021	MEMBERSHIP AND DUES: CALIF	60.00
		00000715	PD: CALIF PEACE OFFICERS ASS	304450	11/16/2021	TRAINING: CAPITOL TO COMMUI	375.00
		0010110	SAN DIEGO MIRAMAR COLLEGE	35501	11/18/2021	TRAINING: TRAFFIC COLLISION	46.00
		00003733	ORANGE COUNTY SHERIFF TRAI	000668	11/18/2021	TRAINING: FIRST-AID CPR COUF	100.00
		00003733	ORANGE COUNTY SHERIFF TRAI	872165	11/18/2021	TRAINING: FIRST-AID CPR COUF	80.00
		00003733	ORANGE COUNTY SHERIFF TRAI	041614	11/19/2021	TRAINING: FIRST-AID CPR COUF	-20.00
		0013297	PEPPERMILL RESORT HOTEL	445144066885	11/30/2021	TRAINING: CALIFORNIA NARCOT	638.80
		0013297	PEPPERMILL RESORT HOTEL	444752860778	11/30/2021	TRAINING: CALIFORNIA NARCOT	511.11
		0008155	DROPBOX.COM	10/30/21	10/30/2021	DROPBOX BUSINESS STANDARI	45.00
		00003540	LA COUNTY DEPT. OF PUBLIC W	00217254	11/2/2021	URBAN ORCHARD PERMIT FEES	1,204.60
		0007335	LOS ANGELES TRUCK CENTERS	XA21061003601	10/22/2021	MISC FACTORY PARTS FOR THE	150.14

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
		00002005	PACIFIC PLUMBING SPECIALTIES 7845-0	8/31/2021	JAIL AND SHOP PLUMBING SUPP	760.14	
		00002005	PACIFIC PLUMBING SPECIALTIES7845-1	9/2/2021	JAIL AND SHOP PLUMBING SUPP	324.06	
		0012267	ALL PARTITIONS 160598	11/3/2021	LATCHES AND IN-SWING DOORS	232.74	
		0010098	PROPERTYRADAR 991D1336-0003	11/5/2021	SUBSCRIPTION ANNUAL	374.40	
		0009596	TROPICANA BAKERY & CUBAN C 10023	11/2/2021	LUNCH FOR ORAL INTERVIEW P	76.94	
		0012390	DANA INN & MARINA 538341	11/2/2021	TRAINING: WELLNESS ON THE F	61.06	
		0006494	WING HOUSE 18814020	11/2/2021	FOOD FOR SWEARING IN CEREI	249.17	
		0006999	MCDONALD'S 13	11/16/2021	LUNCH OUTSIDE PANEL TE CSO	9.14	
		0009723	CHIPOTLE 159	11/16/2021	LUNCH OUTSIDE PANEL TE CSO	8.99	
		0012887	BROOKHOLLOW B2517595	10/27/2021	BIRTHDAY CARDS FOR EMPLOY	483.40	
		00003730	LEAGUE OF CALIFORNIA CITIES 522797	10/27/2021	REGISTRATION FOR C.JEFFERS	725.00	
		0008511	SURVEY MONKEY 41599311	12/21/2021	ADVANTAGE ANNUAL PLAN - ELI	384.00	
		00000322	SAM'S CLUB 9797059092	10/29/2021	AIRLIFT SIT/STAND DESK CONVI	220.46	
		0008153	TIME WARNER CABLE- 0586090102621	10/26/2021	SPECTRUM SUBSCRIPTION FOF	242.35	
		0008153	TIME WARNER CABLE- 490491102721	10/27/2021	SPECTRUM SUBSCRIPTION FOF	233.81	
		0008153	TIME WARNER CABLE- 500034102721	10/27/2021	SPECTRUM SUBSCRIPTION FOF	233.81	
		0008153	TIME WARNER CABLE- 495151100721	10/7/2021	10/07/21- 11/06/21 SPECTRUM SL	129.99	
		0008153	TIME WARNER CABLE- 426263101421	10/14/2021	10/14/21 - 11/13/21 FOR SPECTRI	5.29	
		0008153	TIME WARNER CABLE- 426602102521	10/25/2021	10/25/21 - 11/24/21 SPECTRUM S	233.81	
		0008153	TIME WARNER CABLE- 426271101421	10/31/2021	10/14/21 - 11/13/21 FOR SPECTRI	15.86	
		0008153	TIME WARNER CABLE- 435603101421	10/14/2021	10/14/21 - 11/13/21 SPECTRUM S	130.56	
		0008153	TIME WARNER CABLE- 600966102221	12/21/2021	10/22/21 - 11/21/21 SPECTRUM S	119.99	
		0005295	WALMART 066974	11/4/2021	FOLDERS (2) AND BINDERS (2)	13.10	
		0005295	WALMART 079242	11/4/2021	USB DRIVES (5)	21.88	
		0006934	INSIGHT PUBLIC SECTOR,INC 1100890818	11/17/2021	ADOBE ACROBAT LICENSE REN	518.97	
		0012596	ZOOM.US INV118847720	11/20/2021	ZOOM STANDARD PRO MONTHL	119.92	
		0005295	WALMART 013389	10/27/2021	ERC HALLOWEEN	17.33	
		0009196	ATKINSON, ANDELSON, LOYA, RI 62143-4	11/2/2021	EMPLOYMENT CONFERENCE RI	159.00	
		0005347	AMAZON.COM 112-2536179-0180	11/1/2021	BATTERIES FOR CITY HALL UND	5.28	
		0008464	APPLE SPICE JUNCTION 159885329	11/10/2021	ADMIN. SERVICES DIRECTOR RI	131.90	
		0005347	AMAZON.COM 114-1151606-9323	11/20/2021	THREE CORNER KEYBOARD TR	151.11	
		0008513	EBAY 26-07883-29092	11/18/2021	REPLACEMENT WEATHERSTRIP	100.07	
		0005295	WALMART 057364	10/25/2021	USB-C AV CABLE	39.56	
		0005347	AMAZON.COM 111-8415461-6170	10/26/2021	TCL 32-IN TV	245.35	
		0005347	AMAZON.COM 111-3156328-0757	10/26/2021	ASURION 4-YR WARRANTY FOR	31.99	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0005347		AMAZON.COM	111-7918062-7814	10/21/2021	DELL POWEREDGE R630	807.02	
0005347		AMAZON.COM	111-9177434-6907	10/28/2021	RANPHO AIR FILTER	195.50	
0005347		AMAZON.COM	111-9174253-0769	11/2/2021	DELL PE RAIL & CADDY TRAYS F	308.70	
0005347		AMAZON.COM	112-2515289-5401	11/3/2021	VIDEO CARD FOR TRAFFIC PRO	245.09	
0009725		BOB JOHNSON'S COMPUTER ST	61760	11/3/2021	CF31 KEYBOARD REPLACEMENTI	114.99	
0005347		AMAZON.COM	111-3029575-0681	11/2/2021	DUAL SD CARD ADAPTER FOR C	52.77	
0005347		AMAZON.COM	111-3293290-6833	11/2/2021	DUAL SD CARD ADAPTER FOR C	92.62	
0009420		SPARKLETTTS	16963364 111121	11/11/2021	DS SERVICES STANDARD COFF	61.36	
0007200		APWA	27500	11/17/2021	JOB POSTING	325.00	
00002871		ICC-INTERNATIONAL CODE COUN	I3057932	10/26/2021	INTERNATIONAL CODE COUNCI	50.00	
0005454		RALPHS	055709	11/17/2021	FAMILY VIOLENCE PREVENTION	40.23	
0005291		PARTY CITY	093292	11/17/2021	FAMILY VIOLENCE PREVENTION	150.81	
0005658		EL PESCADOR	010733	11/18/2021	FAMILY VIOLENCE PREVENTON	230.66	
0005293		MICHAELS	038064	11/3/2021	SPORTS CENTER OFFICE DECO	70.12	
0008451		COSTCO.COM	064004	11/3/2021	BIGGEST LOSER PROGRAM SUF	299.63	
0006251		CROWN TROPHY	15615	11/2/2021	BIGGEST LOSER PROGRAM AW/	84.05	
0010878		EWING IRRIGATION PRODUCTS	I8463437	10/26/2021	GRASS FERTILIZER FOR CITY H.	162.82	
0007984		O'REILLY AUTO PARTS	3063-435753	11/18/2021	SHOP PRESS - PARK YARD	760.70	
0008906		DOLLAR TREE	3191	10/25/2021	HALLOWEEN EVENT SUPPLIES	5.51	
0007200		APWA	R53710910	11/17/2021	JOB POSTING	399.00	
0008867		BROWN AND CALWELL	007228	11/17/2021	JOB POSTING	200.00	
0012993		SPORTS FACILITIES GROUP, INCA	I14489	11/15/2021	ADULT SPORTS SUPPLIES	154.83	
0008513		EBAY	18325-1	10/28/2021	REPLACEMENT PLANTS - HOLLY	148.92	
0008906		DOLLAR TREE	04634	10/25/2021	HALLOWEEN EVENT SUPPLIES	43.00	
0005347		AMAZON.COM	113-5717490-6197	10/25/2021	HALLOWEEN EVENT SUPPLIES	93.64	
0008451		COSTCO.COM	021271	10/28/2021	HALLOWEEN EVENT SUPPLIES	958.73	
00004854		SMART & FINAL	003909	10/29/2021	HALLOWEEN EVENT SUPPLIES	26.97	
0009134		NORTHGATE MARKET	043916	10/29/2021	HALLOWEEN EVENT SUPPLIES	13.57	
00001414		OFFICE DEPOT	082837	11/3/2021	SANTAS BREAKFAST SUPPLIES	24.19	
00000268		HOME DEPOT CREDIT SERVICES	S11/03/2021	11/3/2021	SANTAS BREAKFAST SUPPLIES	43.98	
0008155		DROPBOX.COM	2VJ6GPFPSRHM	11/21/2021	CULTURAL ARTS SUPPLIES	199.00	
0013293		MATTEL TOY STORE	001699	11/16/2021	SANTAS BREAKFAST SUPPLIES	354.50	
0013293		MATTEL TOY STORE	001703	11/16/2021	SANTAS BREAKFAST SUPPLIES	354.50	
0013293		MATTEL TOY STORE	000933	11/16/2021	SANTAS BREAKFAST SUPPLIES	136.50	
00004234		CHANDLER'S AIR CONDITIONING	I170301	10/28/2021	FREEZER REPAIR-SENIOR CENT	364.00	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
		0011128	GUITAR CENTER	051420	11/4/2021	MICROPHONE FOR AUDITORIUM	142.32
		0009649	AT&T	OCT 2021	10/21/2021	OCT 2021 INTERNET SERVICES	124.14
		0007956	TEMECULA CREEK INN	95739757-1-2	10/19/2021	STRATEGIC PLANNING CONFER	290.12
		0005658	EL PESCADOR	052742	11/15/2021	LUNCH OUTSIDE PANEL FT CSO	52.25
		0005293	MICHAELS	11/15/2021	11/15/2021	CULTURAL ARTS SUPPLIES	11.41
		0013285	LALALAND IMPORTS	057081	11/15/2021	SANTAS BREAKFAST SUPPLIES	21.90
		0013293	MATTEL TOY STORE	001104	11/16/2021	SANTAS BREAKFAST SUPPLIES	136.50
		0005486	STAPLES BUSINESS ADVANTAGE	9905745547-0000	11/17/2021	SANTAS BREAKFAST SUPPLIES	34.82
		0005293	MICHAELS	MIK43871595	11/9/2021	CULTURAL ARTS SUPPLIES	59.93
		0013295	WITTEK GOLF	CD32368	11/9/2021	GOLF SUPPLIES PO#006715	1,498.91
		0005347	AMAZON.COM	113-7622482-7662	11/12/2021	SANTAS BREAKFAST SUPPLIES	38.58
		0008906	DOLLAR TREE	EC392821669	11/10/2021	SANTAS BREAKFAST SUPPLIES	293.82
		00000339	POSTMASTER	077050-11/15/21	11/15/2021	SEND PATRON LETTER	1.24
		00003955	GALLS, LLC, (FEIN 20-3545989)	19402302	10/26/2021	CEO MELISSA HAMILTON UNIFO	258.23
		00003955	GALLS, LLC, (FEIN 20-3545989)	19402302-refund	10/26/2021	CEO MELISSA HAMILTON UNIFO	-258.23
		00000415	NATIONAL CONSTRUCTION REN	6298387	10/1/2021	NATIONAL CONSTRUCTION REN	269.28
		00004313	AT&T	562 602-5215 OC	10/16/2021	10/16/21 TO 11/15/21 PHONE LINI	416.16
		00002871	ICC-INTERNATIONAL CODE COUNCI	3321823	11/9/2021	INTERNATIONAL CODE COUNCIL	265.00
		0010098	PROPERTYRADAR	101183062	11/9/2021	ANNUAL MEMBERSHIP RENEWA	758.40
		0013296	LEE ORCHID LLC	396057	11/17/2021	FAMILY VIOLANCE PREVENTION	122.64
		0008467	THE UPS STORE	079350	10/28/2021	SHIPMENT OF RETURNED YOUT	152.48
		0005295	WALMART	048322	11/3/2021	BIGGEST LOSER PROGRAM SUF	67.56
		0013295	WITTEK GOLF	CS32347	11/8/2021	GOLF SUPPLIES	444.38
		00000339	POSTMASTER	093469	11/8/2021	RETURN GOLF ITEMS	55.25
		0005293	MICHAELS	MIK43819836	11/8/2021	CULTURAL ARTS SUPPLIES	13.17
Sub total for BANK OF THE WEST:							44,958.71
Sub total for BANK OF THE WEST:							1,226,793.74

135 checks and 1 wire transfer in this report.

Grand Total All Checks and Wire Transfers: 1,226,793.74

WARRANT REGISTER FOR COUNCIL MEETING 1/25/2022

PART IV

apChkLst
01/13/2022 10:55:13AM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
2196	12/9/2021	00004708	PERS HEALTH PLAN	Ben294021	12/9/2021	JAN 2022 MEDICAL HMO ANTHEI	418,126.32	418,126.32
		Voucher: 2196						
2217	1/6/2022	00004836	SEIU LOCAL 721 CTW CLC-23900	Ben294765	1/6/2022	SEIU DUES: PAYMENT	3,054.90	3,054.90
		Voucher: 2217						
2218	1/6/2022	00002370	INTERNAL REVENUE SERVICE	Ben294767	1/6/2022	MEDICARE: PAYMENT	142,374.94	142,374.94
		Voucher: 2218						
2219	1/6/2022	00000343	PUBLIC EMPLOYEES RETIREMENT	Ben294769	1/6/2022	PERS RETIREMENT: PAYMENT	225,972.29	225,972.29
		Voucher: 2219						
2220	1/6/2022	00001186	EMPLOYMENT DEVELOPMENT D	Ben294771	1/6/2022	SDI: PAYMENT	48,243.95	48,243.95
		Voucher: 2220						
2221	1/6/2022	00000004	NATIONWIDE RETIREMENT SOLL	Ben294773	1/6/2022	DEF COMP NATIONWIDE: PAYME	88,852.40	88,852.40
		Voucher: 2221						
2222	1/6/2022	00004996	SEIU-COPE LOCAL 721, LA/OC CI	Ben294775	1/6/2022	SEIU- COPE LOCAL 721 DEDUCT	39.00	39.00
		Voucher: 2222						
2223	1/6/2022	00004988	CHILD SUPPORT ON-LINE, STATE	Ben294777	1/6/2022	CHILD SUPPORT-ONLINE: PAYMI	1,399.51	1,399.51
		Voucher: 2223						

Sub total for BANK OF THE WEST: 928,063.31

8 wire transfers in this report.

Grand Total All Wire Transfers: 928,063.31

WARRANT REGISTER FOR COUNCIL MEETING 1/25/2022

PART V

apChkLst
01/13/2022 12:58:21PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : efbotw BANK OF THE WEST EFT

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1333	1/25/2022	0012466	RET: ADAMS, PAUL L.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,299.14	1,299.14
			Voucher:					
1334	1/25/2022	0005570	RET: ALONZO, ANTHONY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,080.65	1,080.65
			Voucher:					
1335	1/25/2022	0012843	RET: AUSTIN, BYRON A.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,002.12	1,002.12
			Voucher:					
1336	1/25/2022	0005813	RET: AVILA, VINCENT	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,290.56	1,290.56
			Voucher:					
1337	1/25/2022	0012982	RET: BONILLA CLAYTON, YADIRA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1338	1/25/2022	00001265	RET: BRASSFIELD, CHARLES R	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1339	1/25/2022	0006324	RET: BURBACH, MAUREEN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1340	1/25/2022	0012844	RET: CAMACHO, EDWARD	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1341	1/25/2022	00000817	RET: CHRIST, DOUGLAS F	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1342	1/25/2022	00003408	RET: DAMRON, ROGER V	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1343	1/25/2022	0013163	RET: DAVIS, RANDALL JOHN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,196.68	1,196.68
			Voucher:					
1344	1/25/2022	00001776	RET: EADE, JOANN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	153.53	153.53
			Voucher:					
1345	1/25/2022	00003973	RET: EADS, KENNETH P.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	614.88	614.88
			Voucher:					
1346	1/25/2022	00003853	RET: FANNIN, ZONA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	145.65	145.65
			Voucher:					
1347	1/25/2022	0008820	RET: FERNANDEZ, CARLOS	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1348	1/25/2022	00004403	RET: FIELD, GARY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1349	1/25/2022	0006507	RET: FIGUEROA, GLORIA A.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1350	1/25/2022	00000605	RET: FORRESTER, BOB L	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1351	1/25/2022	0005355	RET: GALBREATH, RUSSELL	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	614.88	614.88
			Voucher:					
1352	1/25/2022	0011186	RET: GAMBOA, OSCAR	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1353	1/25/2022	00000496	RET: GEORGE, RONALD P	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1354	1/25/2022	0013121	RET: GONZALES, LORETTA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1355	1/25/2022	00003940	RET: GONZALEZ, HIRAM	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1356	1/25/2022	0006328	RET: GUTIERREZ, MANUEL	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1357	1/25/2022	0006510	RET: HERNANDEZ, MARIA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1358	1/25/2022	0008059	RET: HILL, GARY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1359	1/25/2022	0006329	RET: HOMSHER, HUGH	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1360	1/25/2022	0013216	RET: HUFFMAN, EDWARD RAYMC	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1361	1/25/2022	0012845	RET: HUGAR L., JAMES	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1362	1/25/2022	00004784	RET: HUNTRODS, RICHARD F	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	239.00	239.00
			Voucher:					
1363	1/25/2022	0009521	RET: HUPP, KEITH	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1364	1/25/2022	0008058	RET: INMAN, RONALD	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
			Voucher:					
1365	1/25/2022	00004785	RET: IRISH, TERRY F	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1366	1/25/2022	0011110	RET: JOHNSON, GERALD	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1367	1/25/2022	00004787	RET: KENNEDY, GARY E	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
1368	1/25/2022	0005356	RET: KEY, ANDREW	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1369	1/25/2022	0011111	RET: KOOMEN, SHERI L.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1370	1/25/2022	0009946	RET: LEFEVER, STEVEN A.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	200.00	200.00
		Voucher:						
1371	1/25/2022	00004789	RET: LILLEY, RAYMOND E	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
1372	1/25/2022	0012707	RET: LLOYD, BRUCE W.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1373	1/25/2022	0012927	RET: LONG, PENG	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1374	1/25/2022	0005633	RET: LOPEZ, ALFONSO	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	590.37	590.37
		Voucher:						
1375	1/25/2022	0006511	RET: LOPEZ, RAMON A.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	145.65	145.65
		Voucher:						
1376	1/25/2022	0009453	RET: LOPEZ, VERONICA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1377	1/25/2022	0007656	RET: MATSUKIYO, DAVID	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,203.96	1,203.96
		Voucher:						
1378	1/25/2022	00003328	RET: MOSBY, DOROTHEA S	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	153.53	153.53
		Voucher:						
1379	1/25/2022	0011895	RET: MUNOZ, ALFREDO	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1380	1/25/2022	00003239	RET: NASSAR, SAMI R	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	200.00	200.00
		Voucher:						
1381	1/25/2022	0012468	RET: ORTIZ, JULIAN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	570.78	570.78
		Voucher:						
1382	1/25/2022	0012467	RET: PATINO, IGNACIO M.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1383	1/25/2022	0011522	RET: PELLERIN, ROBERT	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1384	1/25/2022	00005237	RET: PEREZ, SUSAN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1385	1/25/2022	0010733	RET: PIXLER, DAVID	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1386	1/25/2022	00004794	RET: POWELL, ROBERT K.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
1387	1/25/2022	0006326	RET: RAMIREZ, VIRGINIA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1388	1/25/2022	0006327	RET: RASCO, ANGELA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1389	1/25/2022	0011967	RET: RIVERA, FRANK J.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	557.02	557.02
		Voucher:						
1390	1/25/2022	0011978	RET: RIVERA, HANNAH TELLEZ-C	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	557.02	557.02
		Voucher:						
1391	1/25/2022	0012837	RET: RODRIGUEZ, ANNA	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1392	1/25/2022	0012682	RET: RUIZ, NELLIE	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1393	1/25/2022	0011112	RET: SALDIVAR, MARIO M.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1394	1/25/2022	0013274	RET: SAUCEDO NEVAREZ, LUIS M	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1395	1/25/2022	00001867	RET: SCHMID, BEATRICE J	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1396	1/25/2022	0009865	RET: SCHRADER, GEORGE R.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,124.00	1,124.00
		Voucher:						
1397	1/25/2022	0011521	RET: SCOTT, DAVID	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,242.35	1,242.35
		Voucher:						
1398	1/25/2022	0006513	RET: SHETTER, RANDOLPH M.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
		Voucher:						
1399	1/25/2022	00000869	RET: SMITH, CHARLES R	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						
1400	1/25/2022	00004796	RET: SPEELMAN, PATRICIA L	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
		Voucher:						

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1401	1/25/2022	00002147	RET: SPROWLS, KENNETH C	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1402	1/25/2022	0008313	RET: SULLIVAN, DARREN	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,080.65	1,080.65
			Voucher:					
1403	1/25/2022	0006512	RET: TATTI, WILLIAM P.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1404	1/25/2022	0012960	RET: TAYLOR, TOM C.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1405	1/25/2022	0005357	RET: TODD, ROBERT M.	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,290.56	1,290.56
			Voucher:					
1406	1/25/2022	0012959	RET: TREJO, RAMONA M	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	150.00	150.00
			Voucher:					
1407	1/25/2022	00003573	RET: VAN LIEROP, MARTIN G	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	232.94	232.94
			Voucher:					
1408	1/25/2022	00003959	RET: WADE, RICHARD	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	232.94	232.94
			Voucher:					
1409	1/25/2022	0007655	RET: WELLS, GREGORY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	570.78	570.78
			Voucher:					
1410	1/25/2022	00004379	RET: WHALEN, HARVEY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	145.65	145.65
			Voucher:					
1411	1/25/2022	00000498	RET: WILLIAMS, GALE M	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	250.00	250.00
			Voucher:					
1412	1/25/2022	0008821	RET: WILLIAMS, TIMOTHY	JANUARY 2022	1/11/2022	JANUARY 2022- RETIREE MEDIC	1,263.04	1,263.04
			Voucher:					

Sub total for BANK OF THE WEST EFT: 43,391.23

80 EFTs in this report.

Grand Total All EFTs: 43,391.23

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 1/25/2022**

TOTAL PART I - PAYROLL-RELATED CHECKS	56,346.81
TOTAL PART II - PREPAID CHECK (1/6/2022)	2,725.00
TOTAL PART III - ACCOUNTS PAYABLE CHECKS & WIRE TRANSFER	1,226,793.74
TOTAL PART IV - PAYROLL-RELATED WIRE TRANSFERS	928,063.31
TOTAL PART V - ACCOUNTS PAYABLE EFTs	43,391.23
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SUB - TOTAL	2,257,320.09
LESS: VOIDS	0.00
LESS: EMPLOYEE PAYROLL DEDUCTIONS	(346,948.23)
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GRAND TOTAL	1,910,371.86
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