CITY OF COMMERCE
AGENDA REPORT

Item No. 4

TO: Traffic Commission

SUBJECT: Speed Hump Installation Request along Fitzgerald Avenue between Stevens Place and Everington Street

MEETING DATE: February 09, 2022

RECOMMENDATION:

It is recommended that the Traffic Commission approve the following items:

1. Approve the Speed Hump Request along Fitzgerald Avenue between Stevens Place and Everington Street, which includes:
   a. Installation of 2 or 3 sets of speed humps with reflective triangular markings pointing in the direction of travel along the segment of Fitzgerald Avenue between Stevens Place and Everington Street as shown in the proposed diagram. The exact number and location of the speed humps will be determined during the installation.
   b. Installation of white thermoplastic “HUMP” pavement markings for both directions approaching each set of the speed humps per CAMUTCD Section 3B.26.
   c. Installation of “Speed Humps Ahead” (W84 (CA), 30x30) signage for both directions approaching each set of speed humps per CAMUTCD Section 2C.29.

Figure 1. Proposed Recommendations Diagram (Conceptual)

BACKGROUND:

The City of Commerce received a resident request to conduct a traffic review and evaluate speed hump installation along Fitzgerald Avenue between Stevens Place and Everington Street to deter vehicles from speeding along the segment.

In response to this request and on behalf of the City, engineering staff completed a traffic review to evaluate if Fitzgerald Avenue between Stevens Place and Everington Street meets the initial criteria for speed hump installation per the City's Speed Hump Policy. The traffic review included an analysis of the existing roadway conditions, data collection of average daily traffic (ADT) counts, a 24-hour speed survey, a review of 5.5-years of available collision data along the segment, and a review of the City of Commerce Speed Hump Policy criteria.

Fitzgerald Avenue is considered a Local Road with a prima facie speed limit of 25mph. Fitzgerald Avenue is approximately 38-feet wide with one lane in each direction and no marked centerline. Fitzgerald Avenue has parking permitted at all times except during street sweeping. The street sweeping restrictions for the west side are on Mondays from 8:00 am to 12:00 pm and for the east side restrictions are on Fridays from 8:00 am to 12:00 pm. This segment of Fitzgerald Avenue travels through Single Family Residential zoning.

ANALYSIS:

Average Daily Traffic (ADT): As a part of the traffic study, the Average Daily Traffic (ADT) data was obtained from counts taken on Thursday, December 9, 2021, for Fitzgerald Avenue between Stevens Place and Everington Street. In order to determine the existing ADT for Fitzgerald Avenue between Stevens Place and Everington Street, counts were taken for northbound and southbound directions. The ADT for Fitzgerald Avenue in the northbound direction had 109 vehicle trips over a 24-hour period and the southbound direction had 116 vehicle trips over a 24-hour period for a total ADT volume of 225 vehicles per day along Fitzgerald Avenue.

Collision Data: A Collision History Analysis was conducted for the subject location. Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). An analysis was conducted of available collisions that were reported to SWITRS of the subject segment of Fitzgerald Avenue between Stevens Place and Everington Street. The collision analysis was conducted over approximately a 5.5-year period between January 2016 through October 2021 (available data at the time of traffic review). According to the analysis of the collision data, there were a total of 2 collisions reported along the segment of Fitzgerald Avenue between Stevens Place and Everington Street within the 5.5-year period. Of the 2 collisions, 1 collision occurred due to driving while under the influence with the vehicle hitting parked vehicles and the other occurred due to a vehicle parking. All 2 reported collisions resulted in property damage only.

Speed Survey: To assess the speed at which vehicles are traveling along Fitzgerald Avenue between Stevens Place and Everington Street, a 24-hour speed survey was conducted. Speed samples were taken over a 24-hour period on Thursday, December 9, 2021. The 85th percentile speed of vehicles surveying traveling along Fitzgerald Avenue was determined to be 29 MPH, which is above the posted speed limit of 25 MPH. This translates to mean that 85 percent of vehicles samples during the survey were traveling at 29 MPH or below, which indicates there may be occasional speeding along the segment. According to the 24-hour speed survey taken along Fitzgerald Avenue, 9% of vehicles were traveling at speeds between 30-34 MPH, and 2% of vehicles were traveling at speeds between 35-39 MPH. This shows that this segment would benefit from traffic calming measures to alert drivers of the 25 MPH speed limit.

Speed Hump Policy: An analysis of the site and roadway conditions was also evaluated with the criteria of the City of Commerce Speed Hump Policy. The policy states that the Public Works Department may determine which streets are eligible for speed humps based on site and roadway conditions, traffic conditions, and proper engineering principles including, but not limited to, the following:

1. The street must be functionally classified as a residential, local, or collector street. The street cannot be designated as an arterial or higher classification. (This criteria was met. Fitzgerald Avenue is classified as a local roadway.)
2. The street should be primarily residential in nature, but streets in commercially or industrially zoned areas can be eligible for speed humps, consistent with engineering analysis and safety concerns. (This criteria was met. Fitzgerald Avenue is classified as a local roadway and is primarily residential in nature.)
3. The street should not be a truck, transit (bus) route, or emergency service route. (This criteria was met. Fitzgerald Avenue is not a truck route, transit (bus) route or emergency service route)
4. The street does not have more than one traffic lane in each direction. (This criteria was met. Fitzgerald Avenue has one traffic lane in each direction.)
5. The street should have a minimum length of at least 500 feet, preferably 750 feet. (This criteria was met. This segment of Fitzgerald Avenue between Stevens Place and Everington Street is approximately 750-feet in length.)
6. The street must have a posted or prima facie speed limit not exceeding 30 miles-per-hour. (This criteria was met. The prima facie speed limit on Fitzgerald Avenue is 25 MPH.)
7. The street must have a minimum ADT volume of 500 average daily vehicle trips and a maximum ADT volume of 4,000 vehicles per day and with additional assessment of potential impacts on streets with 4,000 to 10,000 average daily vehicle trips. (This criteria was **not** met. This segment has an ADT volume of 225 vehicles per day.)
8. The street must have adequate drainage and ADA access at street entrances and intersections. (This criteria was met.)

9. The street must have roadway pavement, curbs, gutters, adjoining parkways and sidewalks in good condition. (This criteria was met.)
10. The street cannot have any alignment, grade or sight-distance problems that would be affected or created by speed humps. (This criteria was met.)
11. Speed humps should not be spaced closer than 200 feet when two humps are installed on a single block and should not be spaced closer than 350 feet when three humps are installed on a single block. A speed hump should not be placed within 150 feet of any intersection. A speed hump shall never be installed within any intersection. (This criteria was met. The segment along Fitzgerald Avenue between Stevens Place and Everington Street is long enough to allow for 2 speed humps to be installed.)
12. A speed hump should not be installed if it conflicts or interferes with:
    - Drainage features including gutters, channels, drains, catch basins and manholes.
    - Compliance with NPDES regulations for storm water run-off.
    - Fire hydrants, water valves, water meters, utility manholes or other utility facilities.
    - Traffic control devices, including in-pavement signal detector devices.
    - Driveways, crosswalks, ramps and/or other ADA facilities/regulations.
    - Bicycle lanes.
    - Horizontal or vertical curves in the street alignment or street profile
13. The City will attempt to not place a speed hump within 35 feet of any property edge where the resident of the subject property failed to endorse the petition or had specifically submitted a written objection to the speed hump. If needed, the City will adjust the spacing in between the speed humps accordingly for optimal.
14. The installation and final locations of Speed Humps should be based on the general guidelines in the Commerce Speed Hump Policy as well as Engineering Judgment and field conditions.

Collection of Signatures for Speed Hump Consideration: This criteria was met. The City of Commerce Speed Hump Policy requires signatures of at least 75% of residents fronting the street where the Speed Humps are being requested to demonstrate that they are in favor of Speed Hump installation. The applicant submitted signatures of residents living along Fitzgerald Avenue between Stevens Place and Everington Street. Per the LA County Assessor's Map, there are a total of 19 units fronting Fitzgerald Avenue between Stevens Place and Everington Street. A minimum of 14 signatures in favor of the speed hump installation would meet the 75% criteria and would be required for the speed humps to be considered for installation.

The applicant obtained a total of 38 signatures; however, it was noted that a few of the signatures were from the same family and same address. After signatures obtained from the same residence were excluded, a total of 18 applicable signatures from different addresses were counted, which meets the 75% requirement set by the City of Commerce Speed Hump Policy. This demonstrates that the majority of residents support the installation of Speed Humps along Fitzgerald Avenue between Stevens Place and Everington Street.

Based on the analysis of the ADT, Collison Data, Speed Survey, and the City of Commerce Speed Hump Policy criteria, this segment of Fitzgerald Avenue between Stevens Place and Everington Street is eligible for speed hump installation.

ALTERNATIVES:

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

FISCAL IMPACT:

No fiscal impact at this time. The preliminary construction cost and soft costs is estimated to be approximately $20,000.

Respectfully submitted,

Daniel Hernandez,
Director of Public Works

Recommended & prepared by:

Traffic Engineering

ATTACHMENTS:

1. Traffic Study

TO: Daniel Hernandez, Director of Public Works
FROM: Traffic Engineering, Transtech Engineers, Inc.
DATE: February 3, 2022
SUBJECT: Speed Hump Installation Request along Fitzgerald Avenue between Stevens Place and Everington Street

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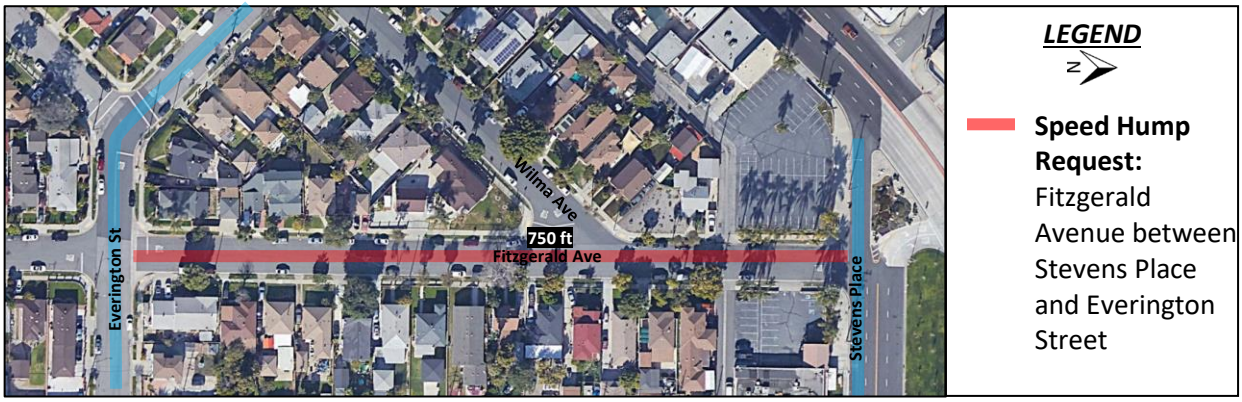
INTRODUCTION

The City of Commerce received a resident request to conduct a traffic review and evaluate speed hump installation along Fitzgerald Avenue between Stevens Place and Everington Street to deter vehicles from speeding along the segment. In response to this request and on behalf of the City, engineering staff completed a traffic review to evaluate if Fitzgerald Avenue between Stevens Place and Everington Street meets the initial criteria for speed hump installation per the City's Speed Hump Policy. The traffic review included an analysis of the existing roadway conditions, data collection of average daily traffic (ADT) counts, a 24-hour speed survey, a review of 5.5-years of available collision data along the segment, and a review of the City of Commerce Speed Hump Policy criteria.

Figure 1: Vicinity Map



ANALYSIS

EXISTING CONDITIONS

Fitzgerald Avenue: Within the City of Commerce, Fitzgerald Avenue is considered a Local Road with a prima facie speed limit of 25mph. Fitzgerald Avenue is approximately 38-feet wide with one lane in each direction and no marked centerline. Fitzgerald Avenue has parking permitted at all times except during

street sweeping. The street sweeping restrictions for the west side are on Mondays from 8:00 am to 12:00 pm and for the east side restrictions are on Fridays from 8:00 am to 12:00 pm. This segment of Fitzgerald Avenue travels through Single Family Residential zoning.

Figure 2: Existing Conditions

EXISTING AVERAGE DAILY TRAFFIC

As a part of the traffic study, the Average Daily Traffic (ADT) data was obtained from counts taken on Thursday, December 9, 2021, for Fitzgerald Avenue between Stevens Place and Everington Street. A summary of ADT data is shown in **Table 1: Average Daily Traffic (ADT).**

Table 1: Average Daily Traffic (ADT)	
Location	***Vehicles per Day (VPD)***
NB Fitzgerald Ave	109
SB Fitzgerald Ave	116
TOTAL ADT AT FITZGERALD AVE	**225**

In order to determine the existing ADT for Fitzgerald Avenue between Stevens Place and Everington Street, counts were taken for northbound and southbound directions. The ADT for Fitzgerald Avenue in the northbound direction had 109 vehicle trips over a 24-hour period and the southbound direction had 116 vehicle trips over a 24-hour period for a total ADT volume of 225 vehicles per day along Fitzgerald Avenue.

COLLISION HISTORY

A Collision History Analysis was conducted for the subject location. Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). An analysis was conducted of available collisions that were reported to SWITRS of the subject segment of Fitzgerald Avenue between Stevens Place and Everington

Street. The collision analysis was conducted over approximately a 5.5-year period between January 2016 through October 2021 (available data at the time of traffic review). Based on the information provided, a summary breakdown of the number of collisions within the studied segment are shown below:

Table 2: Summary of Collision History

No.	Location	Dist.	Date	Collision Type	Severity	PCF	Factor
1	FITZGERALD AV AT WILMA AV	0	01/25/2020	HEAD-ON	PDO	DRVR ALC|DRG	SB THRU VEH HIT PARKED VEH
2	FITZGERALD AV AT EVERINGTON ST	46'S	07/01/2016	SIDESWIPE	PDO	STRTNG| BCKNG	WB PARKING VEH HIT PARKED VEH

Per the Collision History Analysis, there were a total of 2 collisions reported along the segment of Fitzgerald Avenue between Stevens Place and Everington Street within the 5.5-year period. Of the 2 collisions, 1 collision occurred due to driving while under the influence with the vehicle hitting parked vehicles and the other occurred due to a vehicle parking. All 2 reported collisions resulted in property damage only.

RADAR SPEED SURVEY

To assess the speed at which vehicles are traveling along Fitzgerald Avenue between Stevens Place and Everington Street, a 24-hour speed survey was conducted. Speed samples were taken over a 24-hour period on Thursday, December 9, 2021. **Table 3** below shows the 2021 speed survey results:

Table 3: Speed Survey Results

	Location	Dir. Of Travel	Date/Time of Survey	85%ile Speed	ADT	Posted Limit MPH
1	Fitzgerald Ave	NB/SB	12/09/2021 (24-hour Period)	29	225	25

Based on the Radar Speed Survey, The 85th percentile speed of vehicles surveying traveling along Fitzgerald Avenue was determined to be 29 MPH, which is above the posted speed limit of 25 MPH. This translates to mean that 85 percent of vehicles samples during the survey were traveling at 29 MPH or below, which indicates there may be occasional speeding along the segment. According to the 24-hour speed survey taken along Fitzgerald Avenue, 9% of vehicles were traveling at speeds between 30-34 MPH, and 2% of vehicles were traveling at speeds between 35-39 MPH.

PICTURES

Southbound along Fitzgerald Ave toward Everington Ave

Northbound along Fitzgerald Ave toward Stevens Place

SPEED HUMP POLICY

The installation of speed humps is intended to provide traffic calming measures to reduce speeding vehicles in residential neighborhoods. Speed humps and other pavement undulations are not approved traffic-control devices as defined in the California Manual on Uniform Traffic Control Devices (CAMUTCD), the official document establishing which roadway devices may be readily installed on public streets. Instead, a speed hump is considered to be a geometric "design feature" within the roadway that must be designed, installed and maintained based on prudent engineering judgment and supported by a sufficient study of its need. The City of Commerce has an adopted Speed Hump Policy that lists general guidelines of when and where speed humps may be considers for installation.

COMMERCE SPEED HUMP POLICY ANALYSIS

This segment of Fitzgerald Avenue between Stevens Place and Everington Street was analyzing and evaluated with the criteria set forth in the City of Commerce Speed Hump Policy. The policy states that the Public Works Department may determine which streets are eligible for speed humps based on site and roadway conditions, traffic conditions, and proper engineering principles including, but not limited to, the following:

1. The street must be functionally classified as a residential, local, or collector street. The street cannot be designated as an arterial or higher classification. (This criteria was met. Fitzgerald Avenue is classified as a local roadway.)
2. The street should be primarily residential in nature, but streets in commercially or industrially zoned areas can be eligible for speed humps, consistent with engineering analysis and safety concerns. (This criteria was met. Fitzgerald Avenue is classified as a local roadway and is primarily residential in nature.)
3. The street should not be a truck, transit (bus) route, or emergency service route. (This criteria was met. Fitzgerald Avenue is not a truck route, transit (bus) route or emergency service route)

4. The street does not have more than one traffic lane in each direction. (This criteria was met. Fitzgerald Avenue has one traffic lane in each direction.)
5. The street should have a minimum length of at least 500 feet, preferably 750 feet. (This criteria was met. This segment of Fitzgerald Avenue between Stevens Place and Everington Street is approximately 750-feet in length.)
6. The street must have a posted or prima facie speed limit not exceeding 30 miles-per- hour. (This criteria was met. The prima facie speed limit on Fitzgerald Avenue is 25 MPH.)
7. The street must have a minimum ADT volume of 500 average daily vehicle trips and a maximum ADT volume of 4,000 vehicles per day and with additional assessment of potential impacts on streets with 4,000 to 10,000 average daily vehicle trips. (This criteria was **not** met. This segment has an ADT volume of 225 vehicles per day.)
8. The street must have adequate drainage and ADA access at street entrances and intersections. (This criteria was met.)
9. The street must have roadway pavement, curbs, gutters, adjoining parkways and sidewalks in good condition. (This criteria was met.)
10. The street cannot have any alignment, grade or sight-distance problems that would be affected or created by speed humps. (This criteria was met.)
11. Speed humps should not be spaced closer than 200 feet when two humps are installed on a single block and should not be spaced closer than 350 feet when three humps are installed on a single block. A speed hump should not be placed within 150 feet of any intersection. A speed hump shall never be installed within any intersection. (This criteria was met. The segment along Fitzgerald Avenue between Stevens Place and Everington Street is long enough to allow for 2 speed humps to be installed.)
12. A speed hump should not be installed if it conflicts or interferes with:
    - Drainage features including gutters, channels, drains, catch basins and manholes.
    - Compliance with NPDES regulations for storm water run-off.
    - Fire hydrants, water valves, water meters, utility manholes or other utility facilities.
    - Traffic control devices, including in-pavement signal detector devices.
    - Driveways, crosswalks, ramps and/or other ADA facilities/regulations.
    - Bicycle lanes.
    - Horizontal or vertical curves in the street alignment or street profile
13. The City will attempt to not place a speed hump within 35 feet of any property edge where the resident of the subject property failed to endorse the petition or had specifically submitted a written objection to the speed hump. If needed, the City will adjust the spacing in between the speed humps accordingly for optimal.
14. The installation and final locations of Speed Humps should be based on the general guidelines in the Commerce Speed Hump Policy as well as Engineering Judgment and field conditions.

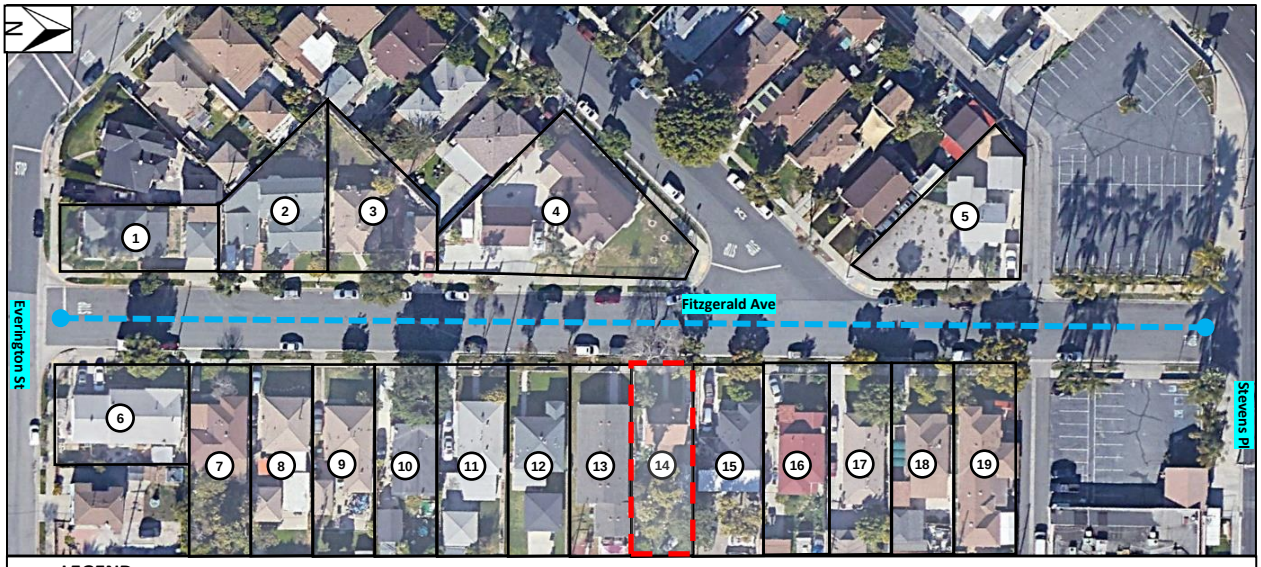
Collection of Signatures for Speed Hump Consideration: This criteria was met. The City of Commerce Speed Hump Policy requires signatures of at least 75% of residents fronting the street where the Speed Humps are being requested to demonstrate that they are in favor of Speed Hump installation. The

applicant submitted signatures of residents living along Fitzgerald Avenue between Stevens Place and Everington Street. Per the LA County Assessor's Map, there are a total of 19 units fronting Fitzgerald Avenue between Stevens Place and Everington Street. A minimum of 14 signatures in favor of the speed hump installation would meet the 75% criteria and would be required for the speed humps to be considered for installation.

The applicant obtained a total of 38 signatures; however, it was noted that a few of the signatures were from the same family and same address. After signatures obtained from the same residence were excluded, a total of 18 applicable signatures from different addresses were counted, which meets the 75% requirement set by the City of Commerce Speed Hump Policy. This demonstrates that the majority of residents support the installation of Speed Humps along Fitzgerald Avenue between Stevens Place and Everington Street.

Figure 3: Speed Hump Petition Map illustrates where the signatures were collected as well as the number of units at each property per the LA County Assessor's Map.

Figure 3. Speed Hump Petition Map.



LEGEND

Applicant's Residence

Request Location
Fitzgerald Ave

Address	# Units	Signatures Collected	Applicable Signatures
1. 5255 Everington St	1	1	1
2. 2159 Fitzgerald Ave	1	2	1
3. 2153 Fitzgerald Ave	1	2	1
4. 2145 Fitzgerald Ave	1	1	1
5. 2115 Fitzgerald Ave	1	2	1
6. 2166 Fitzgerald Ave	1	3	1
7. 2162 Fitzgerald Ave	1	0	0
8. 2156 Fitzgerald Ave	1	2	1
9. 2152 Fitzgerald Ave	1	2	1
10. 2148 Fitzgerald Ave	1	1	1

Address	# Units	Signatures Collected	Applicable Signatures
11. 2146 Fitzgerald Ave	1	2	1
12. 2142 Fitzgerald Ave	1	1	1
13. 2136 Fitzgerald Ave	1	2	1
14. 2134 Fitzgerald Ave	1	3	1
15. 2128 Fitzgerald Ave	1	6	1
16. 2124 Fitzgerald Ave	1	2	1
17. 2120 Fitzgerald Ave	1	1	1
18. 2116 Fitzgerald Ave	1	2	1
19. 2114 Fitzgerald Ave	1	2	1
TOTAL	**19**	**37**	**18**

WITHIN THE 37 TOTAL SIGNATURES COLLECTED, 18 OF THEM ARE APPLICABLE.

Based on the analysis of the ADT, Collison Data, Speed Survey, and City of Commerce Speed Hump Policy criteria, this segment of Fitzgerald Avenue between Stevens Place and Everington Street is eligible for speed hump installation.

RECOMMENDATIONS

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), based on engineering judgement and the City of Commerce Speed Hump Policy, it was determined that this segment meets the criteria of speed hump installation.

Per the City of Commerce Speed Hump Policy Analysis conducted, this segment of Fitzgerald Avenue between Stevens Place and Everington Street meets the majority of the criteria set by the Speed Hump Policy. Please note that the only criteria that was not met was that the ADT criteria. The segment has an ADT volume of 225 vehicles per day and the Policy states that the street should have a minimum ADT volume of 500 average daily vehicle trips. The ADT traffic being lower than the minimum ADT volume suggested by the Policy, will not have any negative impacts to the speed hump installation.

Please refer to **Figure 4: Proposed Recommendations Diagram** for a visual representation of the proposed recommendations.

It is recommended that the following items be approved:

Approve the Speed Hump Request along Fitzgerald Avenue between Stevens Place and Everington Street, which includes:

1. Installation of 2 or 3 sets of speed humps with reflective triangular markings pointing in the direction of travel along the segment of Fitzgerald Avenue between Stevens Place and Everington Street as shown in the proposed diagram. The exact number and location of the speed humps will be determined during the installation.
2. Installation of white thermoplastic “HUMP” pavement markings for both directions approaching each set of the speed humps per CAMUTCD Section 3B.26.
3. Installation of “Speed Humps Ahead” (W84 (CA), 30x30) signage for both directions approaching each set of speed humps per CAMUTCD Section 2C.29.

Figure 4. Proposed Recommendations Diagram (Conceptual)

ATTACHMENTS:

1. Submitted Speed Hump Application and Petition Form
2. Average Daily Vehicle Count (ADT): Fitzgerald Avenue between Stevens Place and Everington Street
3. 24-hour Speed Survey: Fitzgerald Avenue between Stevens Place and Everington Street

Attachment 1: Submitted Speed Hump Application and Petition Form (1 of 3)

Public Works Department

SPEED HUMP APPLICATION FORM

Applicant Name: Janos Serfozo (Print Name) Date: 10-09-2021

Phone Number: 323-578-0982 Email: highstandardmach@hotmail.com

Mailing Address: 2134 Fitzgerald Ave., Commerce Ca. 90040

Are you a tenant or owner of your residence? ☐ Tenant ☐ Owner

Location of Request: on Fitzgerald Ave. between Stevens Pl. and Everington St Distance 750 feet

Objective: When less restrictive means, such as traffic signs and speed enforcement, have not been effective, speed humps, or other traffic calming devices may be considered on roadways with the following characteristics.

Each application will be reviewed on a case by case basis at the discretion of the Traffic Authority:

- The street is not a designated arterial roadway
- The street must be a minimum of 500 feet in length, preferably 750 feet
- The street must have adequate sight distances and may not have significant horizontal curves or vertical grades
- Traffic volumes between 500 and 4,000 vehicles per day and with additional assessment of potential impacts on streets with 4,000 to 10,000 average daily vehicle trips
- Prima facie speed limit of 30 m.p.h.
- More than 15 percent of the vehicles exceed the speed limit by at least 5 m.p.h. in 24 hours
- Speed humps shall not be installed on roadways with grades of five percent or more
- Not a transit route or primary emergency response route

The City of Commerce Traffic Commission must receive a petition showing at least 75% of the fronting residents in favor of installing them. Additionally, the Fire Department, Police Department, and emergency response must review and approve the location on a case-by-case basis to ensure fire response times are not unduly affected. Advantages and disadvantages of Speed Humps:

Advantages	Disadvantages
• Potential to reduce traffic speed • Reduces traffic volumes • Can be used to reduce cut-through traffic • Self-enforcing • Minimal impact to on-street parking	• Increased noise • May delay emergency response time • May transfer problem elsewhere • Not aesthetically pleasing • Increased vehicular maintenance

Attachment 1: Submitted Speed Hump Application and Petition Form (2 of 3)

Public Works Department

RESIDENT SPEED HUMP PETITION REQUEST FORM

No.	PRINT NAME	SIGNATURE	ADDRESS	DATE
1	Janos Serfozo	Janos Serfozo	2134 Fitzgerald Ave 90040	10-9-21
2	Petra E. Serfozo	Petra Serfozo	— 11 —	— 11 —
3	Annette Serfozo-Flores		11	10-9-21
4	Chris Flores		2125 Wilma Ave	10.9.21
5	Isabella Rodriguez		2128 Fitzgerald Ave	10-9-21
6.	Melissa Rodriguez		2128 Fitzgerald Ave	10-9-21
7.	Angela Rodriguez		2128 Fitzgerald Ave	10-9-21
8.	Lizabeth Rodriguez		2128 Fitzgerald Ave	10-9-21
9			2148 — 11 —	
10	Edward Perez	Edward Perez	2152 Fitzgerald Ave.	10/9/21
11	Linda Morgenfurth	Linda Morgenfurth	2152 Fitzgerald Ave.	10/9/21
12	Fabian I Chinchilla		2166 Fitzgerald Ave	10/9/21
13			2166 Fitzgerald Ave.	10/9/21
14			2166 Fitzgerald Ave	10-9-21
15	Diana Gudino		5255 Evergreen St.	10/9/2021
16	Isaias Cano		2136 Fitzgerald	10/9/2021
17	Nancy Chacon		2130 Fitzgerald Ave	10/9/2021
18	Michael R. Lopez		2124 Fitzgerald Ave	10/9/2021
19	Patricia M Lopez		2124 Fitzgerald Ave	10/9/2021
20	Carlos Zambrano	Carlos Zambrano	2116 Fitzgerald Ave	10/9/21
22	Carmen Zambrano	Carmen Zambrano	2116 Fitzgerald Ave	10/9/21

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Attachment 1: Submitted Speed Hump Application and Petition Form (3 of 3)

Public Works Department

RESIDENT SPEED HUMP PETITION REQUEST FORM

No.	PRINT NAME	SIGNATURE	ADDRESS	DATE
23	Steven Pinto		2115 Fitzgerald Ave Commerce CA 90040	10/9/21
24	Tamara Pinto		2115 Fitzgerald Ave Commerce CA 90040	10/9/21
25	Minerva Parra	Minerva Parra	2134 Fitzgerald Ave	10/9/21
26	Frank Parra		2114 Fitzgerald	10/9/21
27	Diane Perez	Diane Perez	2153 fitzgerald	10/9/21
28	Edelvee Ramos		" "	10/9/21
29	GEORGE KEVANIAN		2154 FITZGERALD	10/9/21
30	Linda Nguyen		2175 Fitzgerald	10/9/21
31	Tooa Vaela		2142 ~~Fitzgerald~~	10/9/21
32	Luis Farias		2146 Fitzgerald ave	10-11-21
33	Rosalie Farias	Rosalie	" "	10-11-21
34	Rafael Cruz	RAFAEL CRUZ	2159 FITZGERALD	10-11-21
34	MARIA E. CRUZ	Maria Elena Cruz	" "	10-11-21
35	CHANTON BRAZAL	Chanton Brazal	2150 Fitzgerald Ave.	10-11-21
36	HECTOR RODRIGUEZ		2128 FITZGERALD AVE	10-11-21
37	Angel Rodriguez		2128 Fitzgerald Ave	10-11-21

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Attachment 2: Average Daily Vehicle Count (ADT): Fitzgerald Avenue between Stevens Place and Everington Street

Prepared by National Data & Surveying Services

VOLUME

Fitzgerald Ave Bet. Stevens Pl & Everington St

Day: Thursday
Date: 12/9/2021

City: Commerce
Project #: CA21_020340_001

DAILY TOTALS	NB	SB	EB	WB	Total
	109	116	0	0	225

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0		0	0			12:00	3		1		0	0	4	
00:15	0		0		0	0			12:15	2		1		0	0	3	
00:30	0		2		0	0	2		12:30	3		4		0	0	7	
00:45	0		1	3	0	0	1	3	12:45	1	9	2	8	0	0	3	17
01:00	0		0		0	0			13:00	1		0		0	0	1	
01:15	0		1		0	0	1		13:15	2		3		0	0	5	
01:30	0		4		0	0	4		13:30	3		0		0	0	3	
01:45	2	2	0	5	0	0	2	7	13:45	0	6	3	6	0	0	3	12
02:00	1		0		0	0	1		14:00	2		0		0	0	2	
02:15	0		1		0	0	1		14:15	2		3		0	0	5	
02:30	0		0		0	0			14:30	2		4		0	0	6	
02:45	0	1	0	1	0	0		2	14:45	0	6	1	8	0	0	1	14
03:00	0		0		0	0			15:00	4		2		0	0	6	
03:15	0		0		0	0			15:15	1		4		0	0	5	
03:30	0		0		0	0			15:30	3		2		0	0	5	
03:45	1	1	0		0	0	1	1	15:45	2	10	1	9	0	0	3	19
04:00	0		0		0	0			16:00	2		2		0	0	4	
04:15	0		0		0	0			16:15	2		3		0	0	5	
04:30	0		1		0	0	1		16:30	0		1		0	0	1	
04:45	1	1	0	1	0	0	1	2	16:45	2	6	1	7	0	0	3	13
05:00	1		0		0	0	1		17:00	1		3		0	0	4	
05:15	1		0		0	0	1		17:15	2		2		0	0	4	
05:30	1		2		0	0	3		17:30	6		5		0	0	11	
05:45	0	3	0	2	0	0		5	17:45	1	10	2	12	0	0	3	22
06:00	0		0		0	0			18:00	5		4		0	0	9	
06:15	3		0		0	0	3		18:15	1		1		0	0	2	
06:30	1		1		0	0	2		18:30	3		1		0	0	4	
06:45	2	6	2	3	0	0	4	9	18:45	2	11	2	8	0	0	4	19
07:00	0		1		0	0	1		19:00	1		0		0	0	1	
07:15	2		0		0	0	2		19:15	2		1		0	0	3	
07:30	0		1		0	0	1		19:30	1		3		0	0	4	
07:45	1	3	0	2	0	0	1	5	19:45	2	6	0	4	0	0	2	10
08:00	1		2		0	0	3		20:00	1		3		0	0	4	
08:15	1		2		0	0	3		20:15	0		0		0	0		
08:30	1		0		0	0	1		20:30	2		2		0	0	4	
08:45	2	5	1	5	0	0	3	10	20:45	0	3	4	9	0	0	4	12
09:00	2		2		0	0	4		21:00	1		2		0	0	3	
09:15	0		1		0	0	1		21:15	3		0		0	0	3	
09:30	0		1		0	0	1		21:30	2		1		0	0	3	
09:45	2	4	0	4	0	0	2	8	21:45	0	6	0	3	0	0		9
10:00	2		1		0	0	3		22:00	0		2		0	0	2	
10:15	1		1		0	0	2		22:15	0		1		0	0	1	
10:30	0		1		0	0	1		22:30	2		2		0	0	4	
10:45	1	4	0	3	0	0	1	7	22:45	1	3	0	5	0	0	1	8
11:00	0		2		0	0	2		23:00	1		0		0	0	1	
11:15	1		1		0	0	2		23:15	1		0		0	0	1	
11:30	0		2		0	0	2		23:30	0		0		0	0		
11:45	0	1	2	7	0	0	2	8	23:45	0	2	1	1	0	0	1	3
TOTALS		31		36				67	TOTALS		78		80				158
SPLIT %		46.3%		53.7%				29.8%	SPLIT %		49.4%		50.6%				70.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	109	116	0	0	225

AM Peak Hour	11:45		11:45				11:45		PM Peak Hour	17:15		17:15				17:15	
AM Pk Volume	8		8				16		PM Pk Volume	14		13				27	
Pk Hr Factor	0.667		0.500				0.571		Pk Hr Factor	0.583		0.650				0.614	
7 - 9 Volume	8		7		0	0	15		4 - 6 Volume	16		19		0	0	35	
7 - 9 Peak Hour	08:00		07:30				08:00		4 - 6 Peak Hour	16:45		17:00				16:45	
7 - 9 Pk Volume	5		5		0	0	10		4 - 6 Pk Volume	11		12		0	0	22	
Pk Hr Factor	0.625		0.625		0.000	0.000	0.833		Pk Hr Factor	0.458		0.600		0.000	0.000	0.500	

Attachment 3: 24-hour Speed Survey: Fitzgerald Avenue between Stevens Place and Everington Street

Prepared by National Data & Surveying Services

SPEED

Fitzgerald Ave Bet. Stevens Pl & Everington St

Day: Thursday
Date: 12/9/2021

City: Commerce
Project #: CA21_020340_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	3	1	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	2	2	0	0	0	0	0	0	0	0	5
06:00	1	3	3	0	2	0	0	0	0	0	0	0	0	9
07:00	2	1	2	0	0	0	0	0	0	0	0	0	0	5
08:00	4	1	0	4	0	1	0	0	0	0	0	0	0	10
09:00	2	1	1	3	0	1	0	0	0	0	0	0	0	8
10:00	3	2	1	1	0	0	0	0	0	0	0	0	0	7
11:00	1	3	3	0	1	0	0	0	0	0	0	0	0	8
12:00 PM	5	4	3	3	2	0	0	0	0	0	0	0	0	17
13:00	2	3	2	4	1	0	0	0	0	0	0	0	0	12
14:00	5	1	5	3	0	0	0	0	0	0	0	0	0	14
15:00	8	2	2	1	6	0	0	0	0	0	0	0	0	19
16:00	1	5	3	3	1	0	0	0	0	0	0	0	0	13
17:00	4	6	4	6	1	1	0	0	0	0	0	0	0	22
18:00	8	3	7	0	1	0	0	0	0	0	0	0	0	19
19:00	2	4	1	3	0	0	0	0	0	0	0	0	0	10
20:00	0	3	6	2	1	0	0	0	0	0	0	0	0	12
21:00	5	0	1	2	1	0	0	0	0	0	0	0	0	9
22:00	3	1	2	1	1	0	0	0	0	0	0	0	0	8
23:00	0	0	1	0	1	1	0	0	0	0	0	0	0	3
Totals	60	50	52	38	21	4								225
% of Totals	27%	22%	23%	17%	9%	2%								100%

AM Volumes	17	18	15	10	5	2	0	0	0	0	0	0	0	67
% AM	8%	8%	7%	4%	2%	1%								30%
AM Peak Hour	08:00	06:00	01:00	08:00	05:00	08:00								08:00
Volume	4	3	3	4	2	1								10
PM Volumes	43	32	37	28	16	2	0	0	0	0	0	0	0	158
% PM	19%	14%	16%	12%	7%	1%								70%
PM Peak Hour	15:00	17:00	18:00	17:00	15:00	17:00								17:00
Volume	8	6	7	6	6	1								22

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	15		7%	29		13%	35		16%	146		65%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Fitzgerald Ave	Summary	11	20	20	29	33	225