CITY OF COMPTON

Local Roadway Safety Plan

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Executive Summary

The City of Compton Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, as well as city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for opportunities to:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety: Engineering, Enforcement, Education, and Emergency Response to encourage safer driver behavior and better severity outcomes.

With this LRSP, the City continues its safety efforts by identifying areas of emphasis and systemic recommendations to enhance safety.

The City's vision is to enhance the transportation network and reduce traffic fatalities and serious injury related crashes, and the goals for the City of Compton include the following:

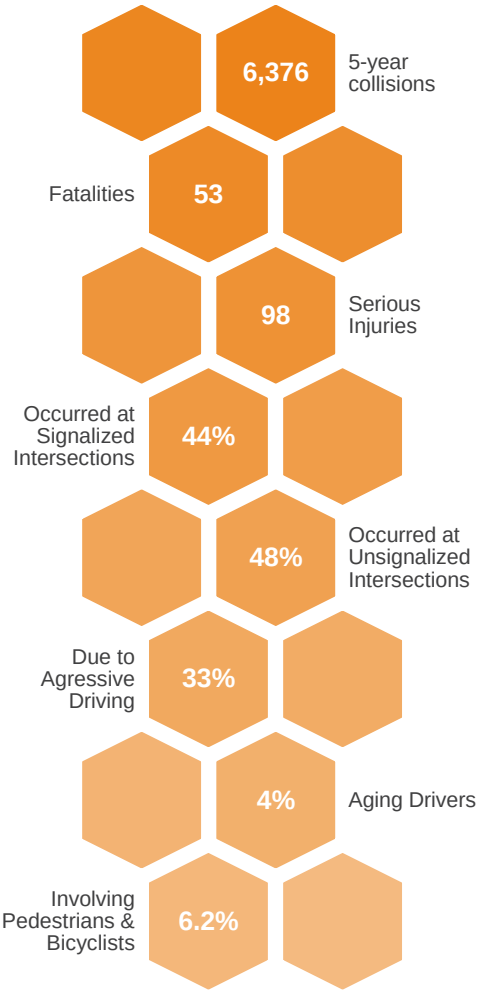
Goal #1: Identify areas with a high risk for crashes.

Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Goal #3: Define safety improvement for the near-,mid- and long-term, including projects for HSIP and other program funding consideration.

Goal #4: Identify emphasis areas to prioritize countermeasure application.

This LRSP analyzes the most recent range of crash data (January 1, 2016 – December 31, 2020) and roadway improvements to assess historic trends, patterns, and areas of increasing concern.



Source: Compton Collision Database (2017- 2021)

Further, the collision history was analyzed to identify locations with elevated risk of collisions either through their collision histories or their similarities to other locations with more active collision patterns. Using a network screening process, locations were identified within the City that will most likely benefit from safety enhancements. Using historic collision data, collision risk factors for the entire network were

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derived. The outcomes informed the identification and prioritization of engineering and non-infrastructure safety measures to address certain roadway characteristics and related behaviors that contribute to motor vehicle collisions with active transportation users. Active transportation includes any self-power mode of transportation, including walking or bicycling.

Emphasis areas were developed by revisiting the vision and goals developed at the onset of the planning process and comparing them with the trends and patterns identified in the crash analysis.

Emphasis Area #1: Aggressive Driving

Emphasis Area #2: Intersection Improvements

Emphasis Area #3: Young Drivers

Emphasis Area #4: Pedestrians

The following 10 locations were chosen to be representative of the corridor and intersection configurations throughout the City.

1. Roadway Segment: Acacia Ave – Compton Bl to Myrrh St
2. Signalized Intersection: Central Ave & Compton Blvd
3. Roadway Segment: Caldwell St – Northwood Ave to Hillford Ave
4. Roadway Segment: Carob St – Acacia Ave to Wilmington Ave
5. Unsignalized Intersection: S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park
6. Signalized Intersection: Long Beach Blvd & Compton Blvd
7. Signalized Intersection: Long Beach Blvd & Rosecrans Ave
8. Signalized Intersection: Alameda St & Elm St
9. Roadway Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave
10. Roadway Segment: El Segundo Blvd: Santa Fe Ave to Peach St

These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history, allowing for proactive safety enhancements that can prevent future safety challenges from developing. Additionally, this information can be used to help the City apply for grants and other funding opportunities to implement these safety improvements. These opportunities were assembled into the “countermeasure toolbox” shown below.

Citywide Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders, mounting, size, and number	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	$12,000	per intersection
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Locations that have a pattern of crash at multiple signalized intersections	15%	$7,000	per intersection
S07	Provide protected left turn phase (left turn lane already exists)	Signalized intersections that have current permissive left-turn or no left-turn protection that have a significant amount of angle crashes	30%	$8,000	per intersection
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	$8,000	per intersection
NS01	Add Intersection Lighting (N.S.I)	Non-signalized intersections that have a significant number of night-time crashes	40%	28,000	per intersection
NS05mr	Convert intersection to mini-roundabout	Intersections with lower vehicle speeds, with posted speed limits of 30 mph or less	30%	$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	$2,000	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	$5,000	per beacon
NS14	Install raised median on approaches (N.S.I)	Unsignalized intersections where related or nearby turning movements affect the safety and operation of an intersection	25%	$220	per LF for a 10
R01	Add Segment Lighting	Roadway collisions with patterns of nighttime crashes	35%	$900,000	per mile

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Roadway segments with trends of head on, nighttime, non-intersection, run-off road, and sideswipe.	15%	$1,500	per sign
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	$16,000	per sign
R28	Install edge-lines and centerlines	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	$70,000	per mile
R32PB	Install bike lanes	Locations with a high number of bicycle collisions	35%	$50,000	per mile
R33PB	Install separated bike lanes	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	45%	$50,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	35%	$15,000	per crossing

Near-term action items were identified to accelerate the City's achievement of the goals and vision of this LRSP. The City can:

- Actively seek other funding opportunities to improve safety for all modal users,
- Collaborate with established safety partners & neighboring municipalities as improvements are made to create a cohesive transportation network, and
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in Compton.

The City will regularly monitor and update the analysis performed in this plan. A full plan update will completed five years from the City Council's adoption of this plan which will maintain eligibility for HSIP funding.

1. Introduction

Located in Los Angeles County about 11 miles south of Downtown Los Angeles, the City of Compton is a suburban city with a population of 95,804 according to the 2020 census. Compton is a growing city with shopping, food, entertainment, and outdoor recreation. Based on University of California Berkeley's Transportation Injury Mapping System (TIMS) and California Department of Transportation (Caltrans) Vehicle Operation Cost Parameters, Compton's economic losses due to traffic injuries were over $692M from 2015 to 2020. This report identifies factors associated with the most vehicle crashes particular to the City and proposes matching countermeasures to reduce or eliminate those crashes.

This Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include the type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for the following opportunities:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety (Engineering, Enforcement, Education, and Emergency Response) to encourage safer driver behavior and better severity outcomes.

Compton has taken steps to enhance all modal safety throughout the City and with this LRSP, Compton is continuing to prioritize safety in its planning processes. The Office of Traffic Safety (OTS) most recently ranked Compton 48 out of 102 peer cities for traffic injuries after normalizing for population and VMT in 2018. With number one (1) in the OTS crash rankings considered the highest, or "worst," this positions the City at slightly below average for roadway safety performance. This LRSP analyzes the most recent range of crash data from Crossroads, a software for reporting and analytics of traffic collisions and citations, from January 1, 2016 – December 31, 2020 and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Support for grant/funding applications, and
- Prioritize investments in traffic safety.

2. Vision and Goals

The Compton LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers, bicyclists, and pedestrians), the interaction of modes, the influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. Through historical data and trends, proactive identification and safety opportunities can be identified and implemented without relying solely on a reaction and response to crashes as they occur.

As cities across the country have implemented LRSPs and systemically addressed the conditions leading to fatal and severe-injury crashes, the Federal Highway Administration (FHWA) has found that LRSPs effectively improve safety. LRSPs provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. This project's vision, goals, and objectives have been established to reflect discussions with Compton staff, various stakeholders identified by City staff, and a review of existing plans/policies in the area.

VISION:	*To enhance the transportation network for all users to reduce traffic fatalities and serious injuries*

Goal #1: Identify areas with a high risk for crashes.

Objectives:

- Identify intersections and segments that would most benefit from mitigation.
- Identify areas of interest with respect to safety concerns for vulnerable users (pedestrians and bicyclists).

Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Objectives:

- Demonstrate the systemic process' ability to identify locations with higher risk for crashes based on present characteristics closely associated with severe crashes.
- Demonstrate, through the systemic process, the gaps and data collection activities that can be improved upon.

Goal #3: Plan future safety improvements for near-, mid- and long-term.

Objectives:

- Identify safety countermeasures for specific locations (case studies).
- Identify safety countermeasures that can be applied city-wide.

Goal #4: Define safety projects for future Highway Safety Improvement Plan (HSIP) and other program funding consideration.

Objectives:

- Create the outline for a prioritization process that can be used in this and forth-coming cycles to apply for funding.
- Use the systemic process to create Project Case Studies.
- Use Case Studies to apply for HSIP and other funding consideration.
- Demonstrate the correlation between the proposed safety countermeasures with the Vision Zero Initiative and the California State Highway Safety Plan.

3. Process

The primary goal for the City of Compton and their safety partners is to provide safe, sustainable, and efficient mobility choices for their residents and visitors. Through the development and implementation of this LRSP, the City will continue its collaboration with safety partners to identify and discuss safety issues within the community.

Guidance on the LRSP process is provided at both the national (FHWA) and state (Caltrans) level, and both agencies have developed a general framework of data and recommendations for a LRSP.

FHWA encourages the following:

- The establishment of a working group (stakeholders) to participate in developing an LRSP
- A review of crash, traffic, and roadway data to identify areas of concern
- The identification of goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively

Caltrans guidance follows a similar outline with the following steps:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the preliminary vision and goals for the LRSP, existing safety efforts, initial crash analysis, and developed emphasis areas. The LRSP recommendations consider the four E's of traffic safety defined by the California Strategic Highway Safety Plan (SHSP): Engineering, Enforcement, Education, and Emergency Response.

3.1 Guiding Manuals

This section describes the analysis process undertaken to evaluate safety within Compton at a systemic level. This report identifies specific locations within the City that will benefit from safety enhancements and derives crash risk factors based on historic crash data using a network screening process. The outcome will inform the identification and prioritization of engineering and non-infrastructure safety measures by addressing certain roadway characteristics and related driving behaviors contributing to crashes. This process uses the latest national and state best practices for statistical roadway analysis described.

3.1.1 Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020) encourages local agencies to pursue a proactive approach when identifying and analyzing safety issues and preparing to compete for project funding opportunities. A proactive approach is the analyzation of safety in an entire roadway network through either a one-time network wide analysis or a routine analysis of the roadway network.[1]

According to the *Local Roadway Safety Manual* (LRSM), "the California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

To provide the most beneficial and competitive funding approach, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and maintain consideration of roadway characteristics and traffic volumes. The result should reflect a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations using both crash frequency and crash rates. These findings should then be screened for crash type and severity patterns to determine the cause of crashes and the potential effective countermeasures. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess conditions that may decrease safety at the site and at systematic levels.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are a peer reviewed product of research quantifying the expected rate of crash reduction expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on appropriate application of CMFs.

3.1.2 Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations.[2] This four-part manual is divided into the following parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

In Chapter 4 of Part B in the HSM, the "Network Screening Process" is a tool for an agency to analyze the entire network and identify/rank locations that are most likely or least likely to realize a reduction in the frequency of crashes.

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[1] Local Roadway Safety Manual (Version 1.5) 2020. Page 5.

[2] AASHTO, Highway Safety Manual, 2010, Washington D.C., http://www.highwaysafetymanual.org/Pages/About.aspx

The HSM identifies five steps in this process:[3]

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks and identifying high risk locations based on overall crash histories.

3.2 Analysis Techniques

3.2.1 Collision Analysis

The initial steps of a collision analysis involve establishing sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (signalized and unsignalized), and segments were grouped by their roadway category (primary arterial, secondary arterial, collector, local). Individual collision rates were then calculated for each sub-population. The population level collision rates were used to assess the number of collisions at a specific location. These sub-populations were also used to determine typical collision patterns to highlight locations where an unusual number of specific collision types occurred.

3.2.2 Network Screening Analysis

The network screening process lists intersections and roadway segments by the number of collisions over the analysis period and identifies areas with a higher number of a given collision type than would be expected for the location.

The different collisions were organized by the following categories:

[3] AASHTO. *Highway Safety Manual.* 2010. Washington, DC. Page 4-2.

1. Collision injury (fatal, serious injury, other visible injury, complaint of pain, property damage only),
2. Collision type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other),
3. Environmental factors (lighting, wet roads), and
4. Driver behavior (impaired, aggressive, and distracted driving).

3.3 Future Analysis

The City can plan to conduct regular collision monitoring as described in Section 10.2. The City will then refresh the analysis and update the LRSP every 5 years to maintain eligibility for HSIP funding, as described in **Section 10.2**.

4. Safety Partners

Local stakeholders were included in the development of this report to ensure the local perspective was maintained at the forefront of planning efforts. A stakeholder group of City staff and external partners consisted of representatives from the City planning division, traffic and lighting division, the Compton Fire Department, and Law Enforcement.

The local stakeholders were called together to offer insight on the safety issues present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met to discuss potential countermeasures and challenge areas through a field visit. The summary of the field visit meeting are outlined below.

4.1 Stakeholder Meeting #1

The first stakeholder meeting was conducted virtually on May 12, 2022. At the meeting, stakeholders were introduced to the project and provided an overview of the data used, the required outputs, and the potential outcomes of the study.

In addition to the overview, stakeholders were asked to provide local insight and knowledge at ten "case study" locations that were identified after the initial network screening and crash analysis process.

4.2 Field Tour Stakeholder Workshop

On July 12, 2022, the project team visited each of the 10 locations to identify potential issues that are contributing to the collision patterns. Potential countermeasures were identified and discussed.

4.3 Stakeholder Meeting #2

The second stakeholder meeting was conducted virtually on August 8, 2022. During this meeting case study locations were planned to be presented to the stakeholders with a list of observations and potential countermeasures. Feedback received back from the stakeholders was reviewed and incorporated into the study process for the development of the LRSP. This information was also sent out to those who could not make the meeting.

5. Existing Efforts

Existing plans, policies, and projects that were recently completed, planned, or on-going were compiled at the start of the LRSP process to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP.

Table 1 outlines the relevant existing City plans and their improvements and funding sources.

Table 2 outlines the relevant existing City projects and their timelines.

Table 1 – Review of Existing City Plans

Document Name	Transportation Policies/Improvements
General Plan	• The City of Compton General Plan is a planning document which serves as a guide to the long-term physical development of the community in a series of nine chapters called elements which cover land use, housing, circulation, public safety, health, air quality, economic development, urban design, conservation, open space, and recreation.
City of Compton Bicycle Master Plan	• This plan provides a direction to improve the bicycling environment in Compton by developing a direction to enhance bicycle planning for the future and ensuring guidelines for California Active Transportation program are met. • This plan focuses on a positive trajectory in terms of developing a more viable transportation through citywide network of bicycle paths, lanes, and routes.
Compton Station Specific Plan	• This plan provides a vision to build a Transit Oriented Development Specific Plan to enhance the Compton Transit Station to develop a vibrant mixed-use village with access to better public spaces. • The plan proposed five new land use districts which include neighborhood commercial, downtown core, downtown transition, urban flexible, and residential urban.

Table 2 – Review of Existing City Projects

Project Name	Timeline	Transportation Policies/Improvements
HSIP Cycle 8 Improvements: Compton Blvd between Willowbrook Avenue and Central Avenue	TBD	Install bike lanes and lighting along the corridor and enhance pedestrian crossings at fifteen (15) intersections.
HSIP Cycle: Twenty (20) intersections	TBD	Install Pedestrian Countdown Heads at 20 intersections Citywide
Freeway On/Off Ramp Pavement Rehabilitation (Central Ave, Wilmington Ave, Santa Fe, Alondra Blvd)	TBD	The project will address potholes and street issues at major on and off ramp locations
Compton Blvd and Wilmington Ave Over Compton Creek Bridge Replacement Projects	TBD	Replace the bridges on Compton Blvd and Wilmington Ave over the Compton Creek and considering addition of bike facilities.
Wilmington Ave Safe Streets Pedestrian / Bicycle Improvement Project (Design Phase) - Rosecrans Ave to Greenleaf Blvd	Completed	The project will address the need to provide safe crossings for students and residents at each intersection and improvements to access the Compton Creek Bike Path.
Compton Blvd Street (Design Services)	Completed	Full reconstruction of selected residential streets. The project is currently in design phase.
Metro Rapid Bus Stations	Completed	Installation of Metro Rapid bus station amenities along Atlantic Blvd at three locations with the City limits.
Crane Ave Reconstruction	Completed	Removal and replacement of sidewalks and driveways between Rosecrans and Compton Blvd. Replacement of road surface between Rosecrans to Alondra Blvd.

6. Data Summary

This section describes the data sources used for the analysis process of this LRSP.

6.1 Roadway Network

The California Department of Transportation (Caltrans) California Road System (CRS) GIS database was used to build the base roadway network used for this analysis. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be compared with similar facilities or control type. Functional Classifications were imported from the city's General Plan and confirmed by city staff. Information on intersection traffic control was provided by the city and included in the analysis network. The collision analysis requires each intersection to be classified by type: Signalized or Unsignalized. **Figure 1** illustrates the City of Compton's roadway functional classification and intersection control type, respectively, as used for this study.

6.2 Collision Data

Collision data was collected from Crossroads software for the period from January 1, 2016 through December 31, 2020, displayed in **Figure 2**. Five years of data are utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw collision data is the first step in understanding the specific and systemic challenges faced throughout the city. Analyzing the five years of data provided insight on the collision trends and patterns detailed in **Section 7.** The locations of fatal and severe injury collisions are displayed in **Figure 3.**

Figure 1 - Functional Classification & Signalized Intersections

Figure 2 - All Collisions (2016-2020)

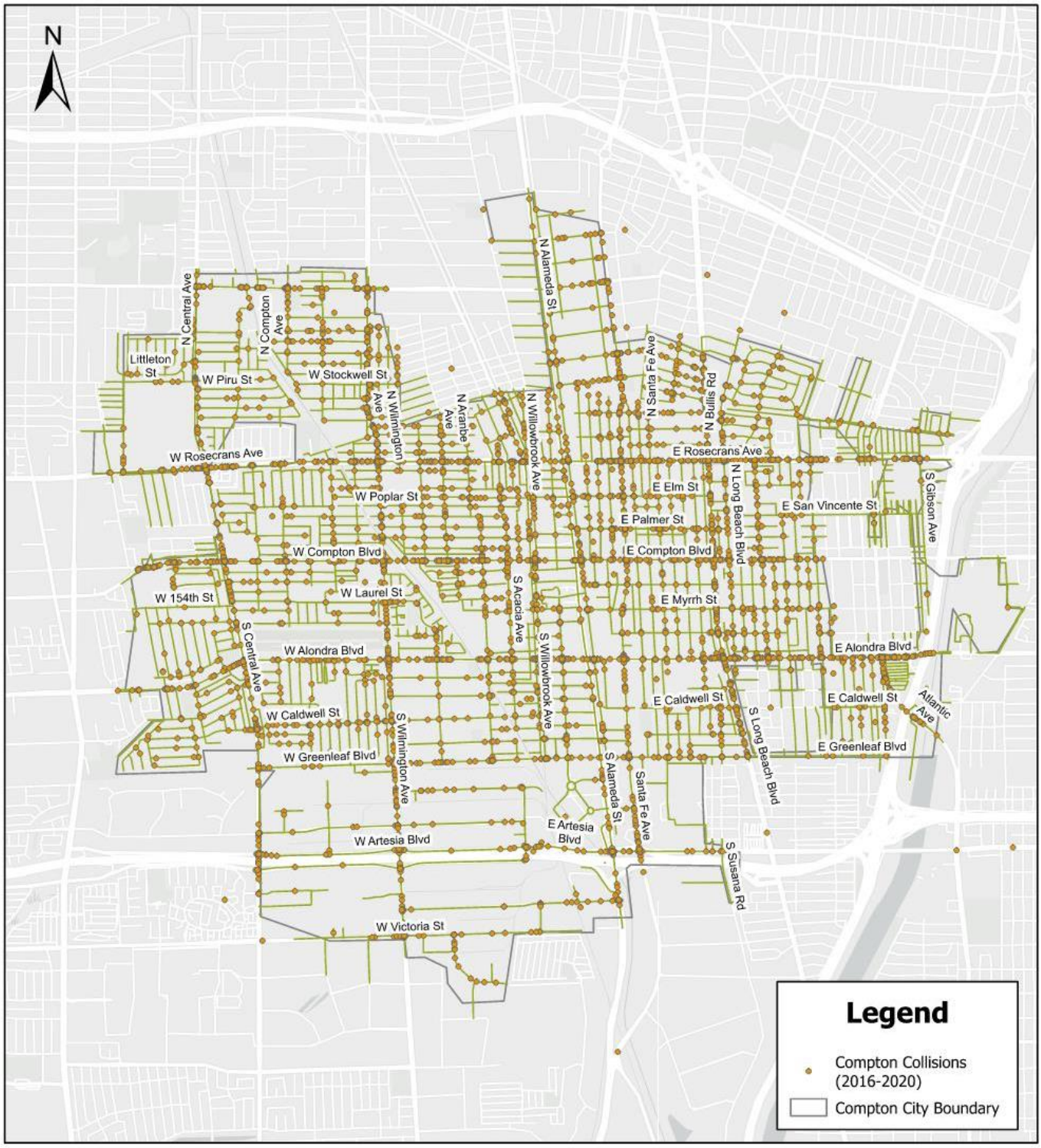
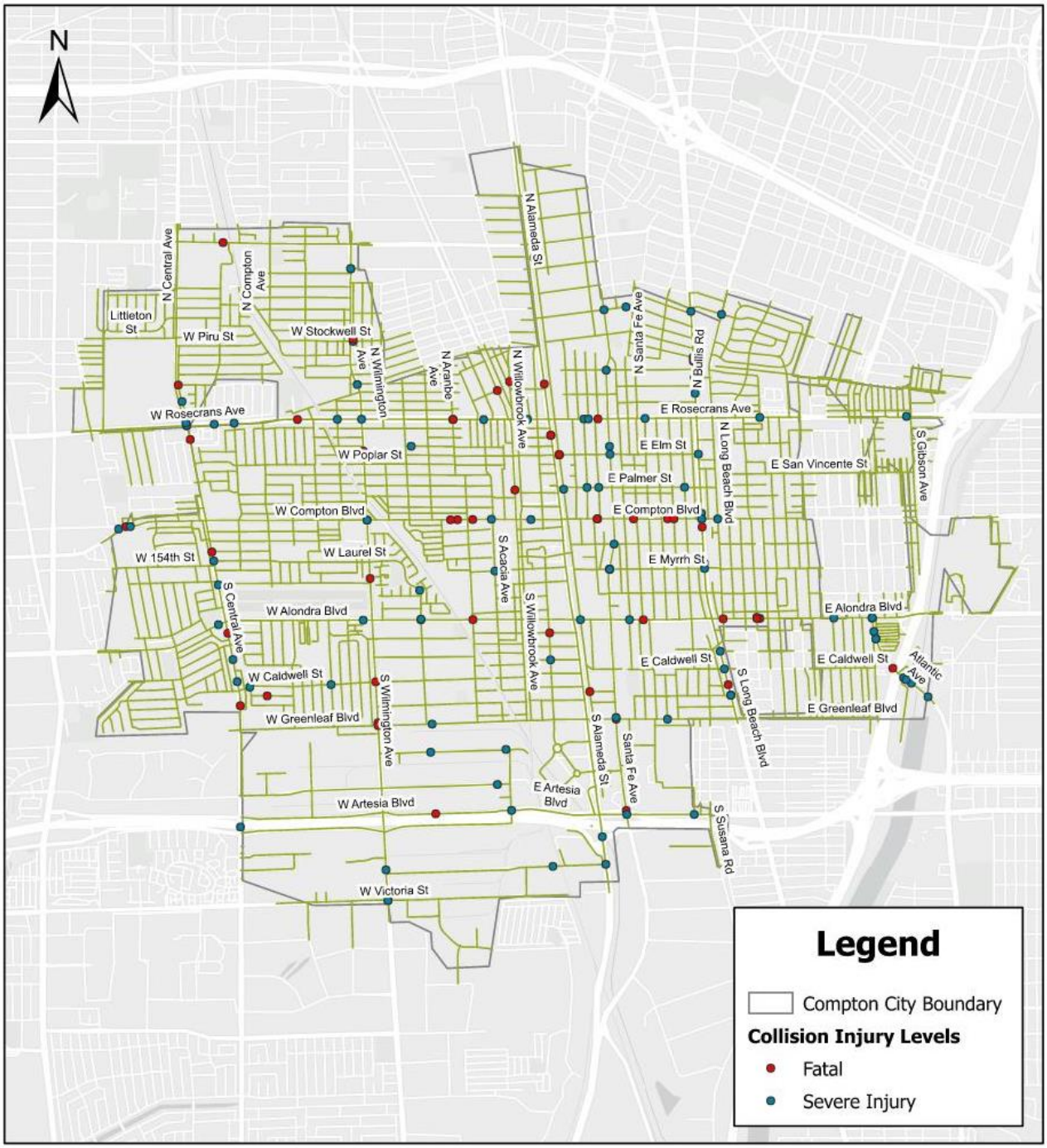


Figure 3 - Fatal & Severe Injury Collisions (2016-2020)



7. Crash Safety Trends

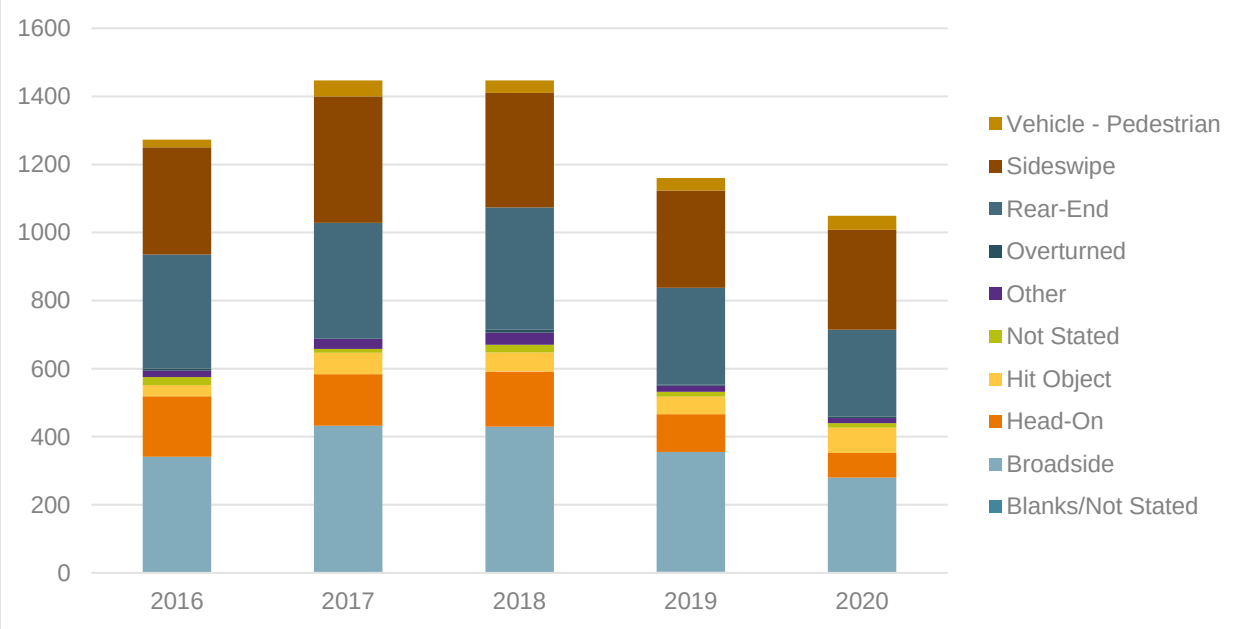
The analysis was conducted using a network screening process for the City-maintained roadway system based on collision records spanning from January 1, 2016 through December 31, 2020. This section contains the results of the analysis, which included the evaluation of Compton's fatal and serious injury (generally denoted as K+SI) collisions, statewide K+SI collisions, pedestrian collisions, bicycle collisions, collision severity levels, and collision causes.

7.1 All Collisions

This report utilized collision data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on city streets. Data used for this report was extracted from Crossroads Software on November 15, 2021 and was current as of that date. Collision data from January 1, 2016, through December 31, 2020 as reported to Crossroads from the local enforcement indicated that during this time there were 6,376 collisions recorded within Compton.

During this time, the most common occurring collision types were Broadsides (28%) and Sideswipes (25%). The total number of collisions varied throughout the study period, with a constant number of collisions from 2017 to 2018 and a considerable drop in 2020, as shown in **Figure 4.**

Figure 4 - Collision Type by Year (2016-2020)



Source: Compton Crossroads Database (2016-2020)

7.2 Fatalities & Severe Injuries

During the study period, 53 fatal collisions and 98 severe injury collisions occurred during the study period, as seen in **Figure 3**. **Table 3** outlines the fatal and severe injury collisions categorized by modes involved.

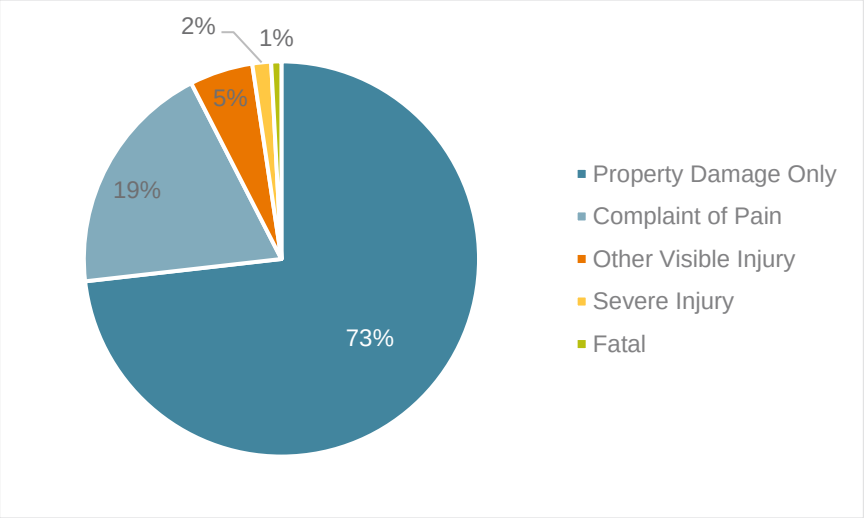
Table 3 – Fatal and Severe Injury Collisions Categorized by Modes Involved (2016-2020)

Involved With	# of Fatal Collisions	Involved With	# of Severe Injury Collisions
Pedestrian	20	**Motor Vehicle**	53
Motor Vehicle	19	**Pedestrian**	23
Bicycle	8	**Bicycle**	10
Fixed Object	6	**Fixed Object**	12

7.3 Injury Levels

As shown in **Figure 5**, 73% of the collisions reported during the time-period resulted in property damage only. Fatalities and severe injuries totaled 3% of all collisions.

Figure 5 – Collisions by Injury Levels (2016-2020)



Source: Compton Crossroads Database (2017 – 2021)

7.4 Cause of Collision

The highest recorded cause of collisions in Compton during the study period is Improper Turning at 22%, followed by Unsafe Speed at 18% and Auto Right of Way Violation at 15%. Issues with Drivers Ignoring Traffic Signals and Signs also had a substantial impact on the City, comprising 10% of the collisions. **Table 4** shows the distribution of collision cause.

Table 4 - Cause of Collisions (2016-2020)

Primary Collision Factor	No. Of Collisions	%
Improper Turning	1392	21.83%
Unsafe Speed	1146	17.97%
Auto R/W Violation	974	15.28%
Unknown	900	14.12%
Traffic Signals and Signs	620	9.72%
Following Too Closely	338	5.30%
Unsafe Starting or Backing	256	4.02%
Unsafe Lane Change	219	3.43%
Other Improper Driving	127	1.99%
Pedestrian Violation	78	1.22%
Ped R/W Violation	66	1.04%
Improper Passing	64	1.00%
Wrong Side of Road	55	0.86%
Other Hazardous Movement	53	0.83%
Driving Under Influence	41	0.64%
Other Than Driver	33	0.52%
Blanks/Not Stated	4	0.06%
Other	4	0.06%
Hazardous Parking	2	0.03%
Lights	2	0.03%
Other Equipment	1	0.02%
Ped or Other Under Influence	1	0.02%

Source: Compton Crossroads Database (2016 – 2020)

7.5 Vulnerable Users

7.5.1 Pedestrian Collisions

250 pedestrian involved collisions occurred during the study period, resulting in 20 fatal collisions, 23 severe injuries, and 182 collisions with some form of reported injury or pain. **Figure 6** shows the locations of pedestrian collisions during the study period.

7.5.2 Bicycle Collisions

During the study period, 144 collisions involving bicycles were reported. There was 8 fatal injury, 10 resulted in severe injuries, and 97 resulted in some form of reported injury or pain. **Figure 7** shows the location of bicycle collisions during the study period.

Figure 6 – Pedestrian Collisions (2016-2020)

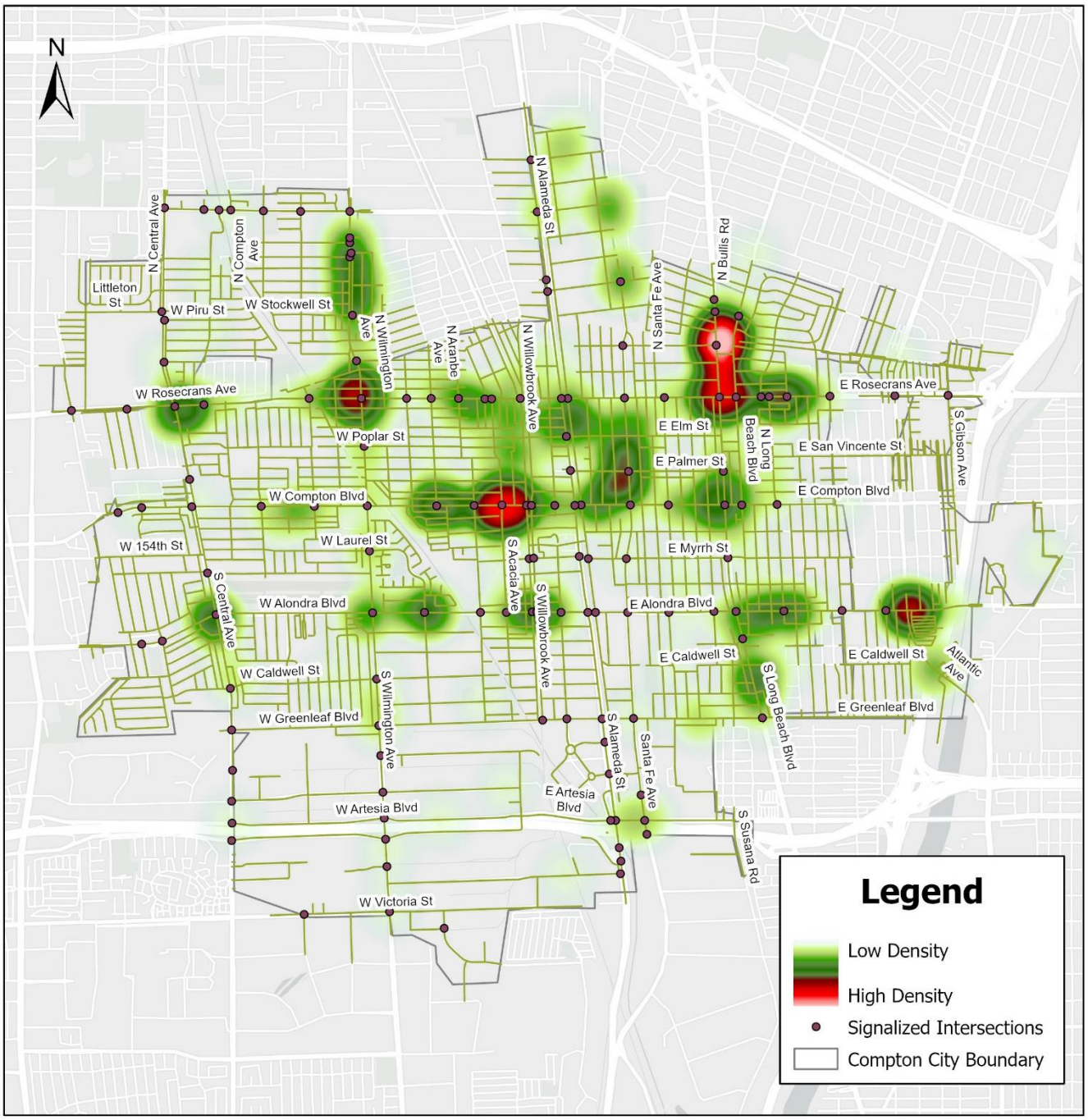
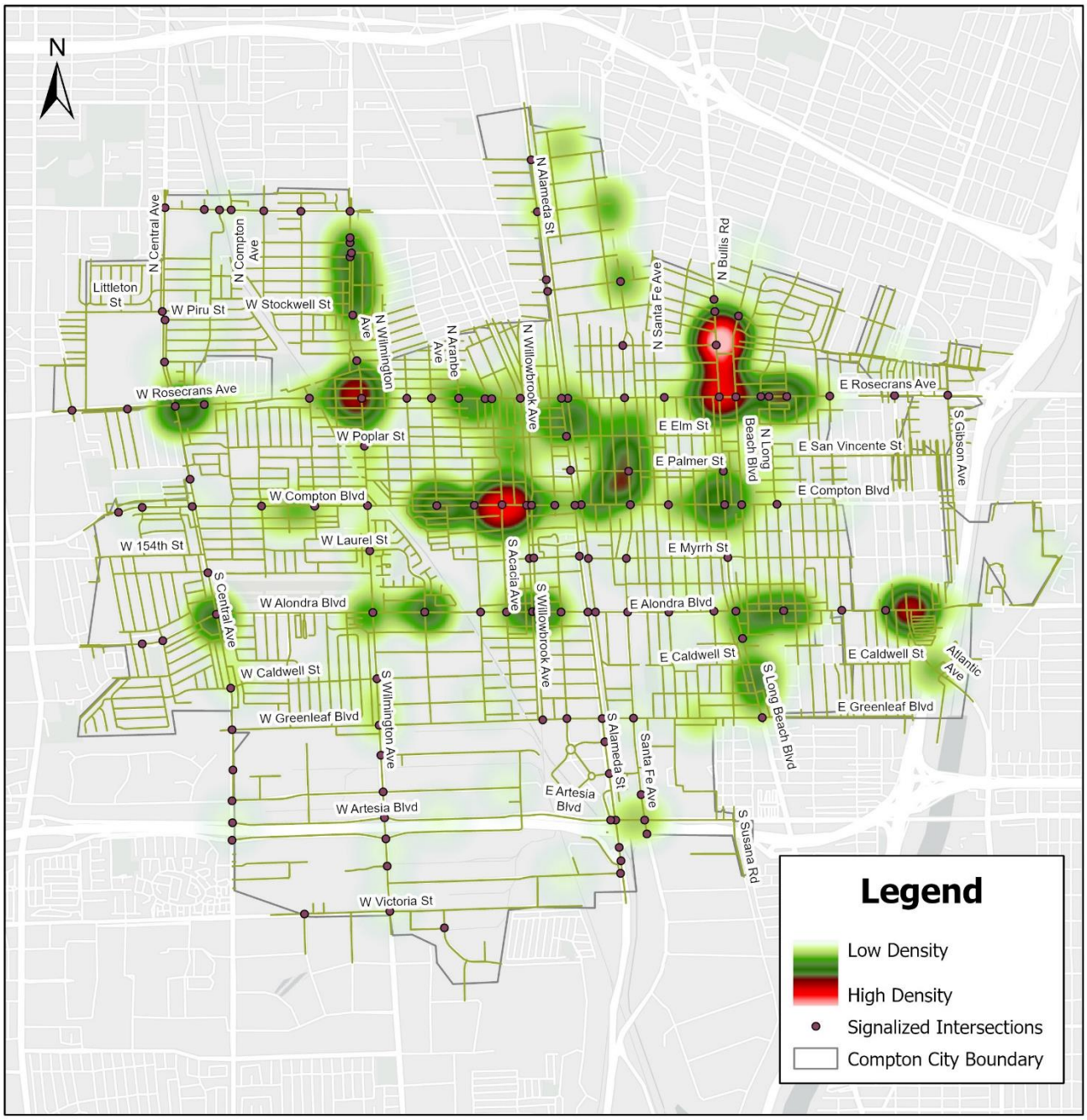


Figure 7 – Bicycle Collisions (2016-2020)



7.6 Other Significant Trends

In addition, the following trends were observed:

- 38% of collisions occurred at night or during the dusk/dawn hours.
- Drivers aged 16-20 were at fault in 7% of all collisions.
- Drivers aged 65+ were at fault in 4% of all collisions.

7.7 Collision Network Screening Analysis Results

Figure 8 below show the results of the collision network screening analysis, with the number of collisions at both intersections and mid-block roadway segments.

Figure 8 – Collision Network Screening Analysis Results (2016-2020)

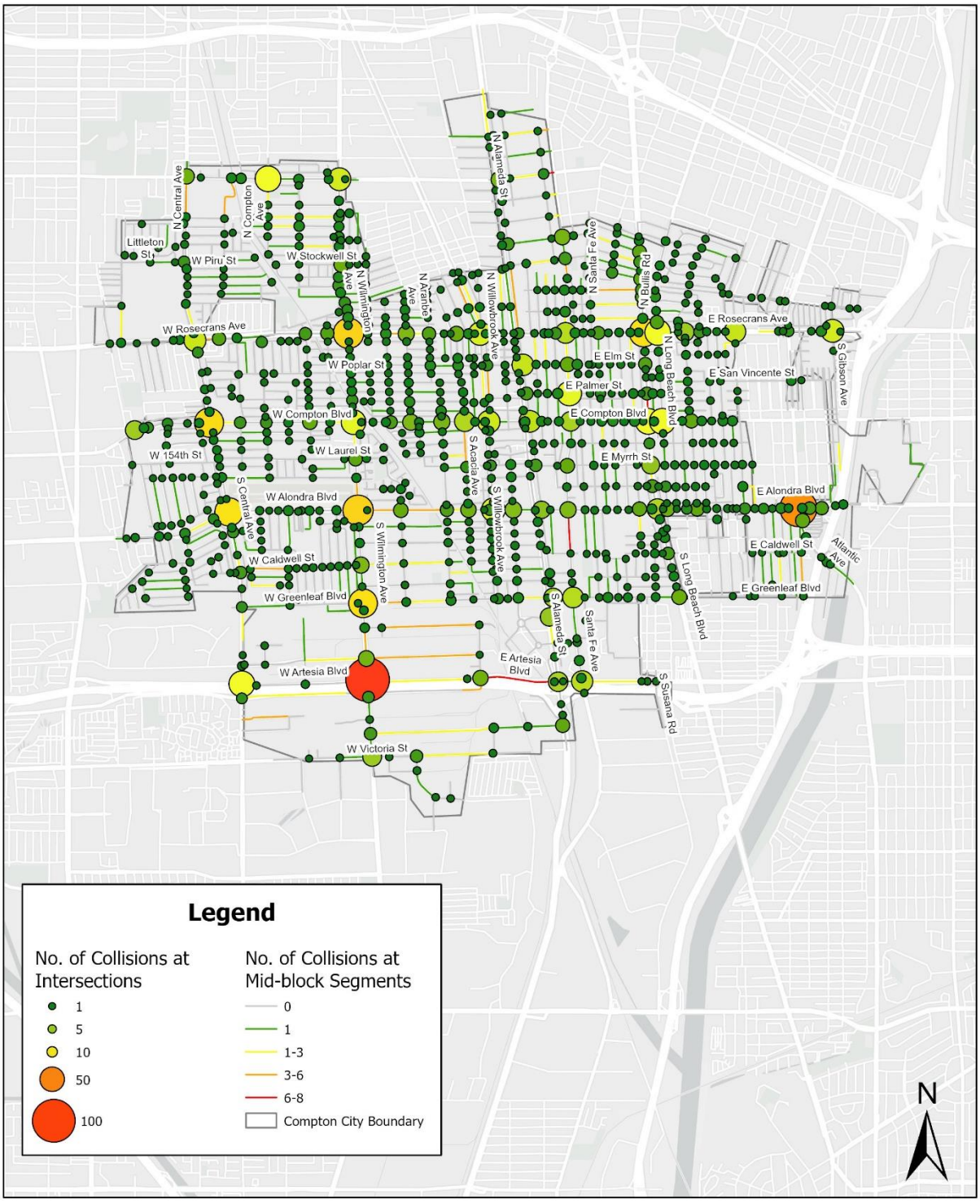


Table 6 and 7 show the number of crashes occurring at the top ten locations in Compton by crash type for the locations that will be studied further in the Report, and highlights locations in which the probability of those crash types exceeding the threshold proportion is greater than 33%.

The tables are ordered by the number of collisions that occurred at that segment or intersection. To be statistically significant, only locations where more than two collisions occurred are represented. At locations with two or less collisions, random chance can account for crash history as much or more than specific roadway characteristics.

After this analysis was completed, the locations were ranked against other similar locations within the City by their categories according to the expected proportion of that crash type within Compton. Locations with higher-than-expected crashes of that type were identified by the probability that random chance would not account for exceedances.

Additionally, it should be noted that the columns for Collision Severity, Type, Involved With, and Behavior are additional characteristics of the collisions and should not be counted as a separate collision.

The following provides an example of how to read **Tables 6 and 7.**

Table Definitions:

- **Total Collisions:** Number of collisions observed at the intersection or segment from January of 2017 through December of 2021.
- **Local Critical Crash Rate (CCR) Differential:** The Critical Crash Rate specific to the intersection or segment. This is the difference between local (actual) crash rate and the critical crash rate, which is how many collisions per million vehicle miles are expected for a location of this type and volume. This tells us how many more collisions are occurring more than is expected. Locations with positive values have more collisions than expected, while locations with negative values have less collisions than expected.
- **Equivalent Property Damage Only (EPDO):** This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs) and then normalized by dividing by the value of a property damage only collision. Fatal and severe injury collisions are estimated at $2.19 million, Other Visible Injury (OVI) collisions at $142,300, Complaint of Pain (COP) collisions at $80,900, and Property Damage Only (PDO) collisions at $13,300.
- **Severity:** The number of severe injury and fatal collisions that occurred at this location in the study period.
- **Fatality:** The number of fatal collisions that occurred at this location in the study period.

- **Broadside, Sideswipe, Rear-End, Head-On, Hit Object, Overturned, Other, Pedestrian, Bicycle:** The number of these types of collisions that occurred at this location in the study period.
- **Other:** The number of miscellaneous collision types (mostly single vehicle) that occurred at this location in the study period.
- **Aggressive, Dark, Wet:** The number of the collisions with this factor identified as the cause of collision.

Table 5– Analysis Rankings: Intersections (Collisions Greater than 3 Locations Per Type)

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Signalized Intersections																						
S Wilmington Ave & W Artesia Blvd	**102**	1.12	212	0	0	3	16	83	28	43	22	4	2	2	1	0	0	41	7	0	2	5
Atlantic Ave & E Alondra Blvd	**84**	0.92	705	0	3	5	16	60	25	16	17	16	1	0	1	6	2	23	4	0	0	2
S Wilmington Ave & W Alondra Blvd	**65**	0.31	344	0	1	4	15	45	14	13	30	4	2	0	0	3	0	31	6	1	1	3
N Wilmington Ave & W Rosecrans Ave	**65**	0.14	314	0	1	3	11	50	7	18	28	4	1	0	1	5	2	26	6	0	0	3
S Central Ave & W Compton Blvd	**62**	0.76	143	0	0	1	14	47	17	12	22	6	3	0	0	1	0	22	6	0	1	2
S Wilmington Ave & W Greenleaf Blvd	**61**	0.42	498	2	0	4	14	41	25	9	13	12	0	0	1	1	1	19	4	1	0	3
N Long Beach Blvd & E Rosecrans Ave	**61**	0.00	146	0	0	2	13	46	18	10	21	1	3	0	2	6	1	21	4	0	0	4
S Central Ave & W Alondra Blvd	**60**	0.30	334	0	1	3	16	40	21	13	15	6	1	0	0	4	1	22	3	1	0	1
S Long Beach Blvd & E Compton Blvd	**53**	0.02	793	2	2	2	13	34	21	9	17	1	1	0	0	2	3	26	4	0	0	3
S Bullis Rd & E Compton Blvd	**53**	0.38	313	0	1	1	17	34	29	7	7	6	2	1	0	0	1	29	8	0	0	1
N Bullis Rd & E Rosecrans Ave	**53**	0.18	119	0	0	1	11	41	19	19	9	4	2	0	0	2	1	23	2	0	0	2
N Compton Ave & el Segundo Blvd	**53**	0.44	218	0	0	5	23	25	33	3	8	3	2	1	0	0	0	32	2	0	0	1
Central Ave & E Artesia Blvd	**53**	18.09	118	0	0	2	9	42	13	17	15	3	2	0	2	1	0	16	5	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Wilmington Ave & W Compton Blvd	**49**	0.02	466	1	1	4	10	33	15	14	17	1	0	0	0	1	2	21	4	1	0	2
N Santa Fe Ave & E Palmer St	**49**	0.55	150	0	0	2	16	31	29	4	6	2	1	0	1	4	3	25	4	0	0	2
S Willowbrook Ave & E Alondra Blvd	**47**	0.65	168	0	0	3	18	26	31	1	7	3	2	1	0	2	0	22	3	0	1	1
N Willowbrook Ave & E Rosecrans Ave	**46**	0.32	155	0	0	5	12	29	27	3	7	5	1	0	1	2	0	20	4	0	1	3
S Gibson Ave & E Rosecrans Ave	**45**	1.63	304	0	1	3	13	28	16	5	13	6	2	0	0	0	0	19	9	1	0	3
N Wilmington Ave & el Segundo Blvd	**45**	-0.06	91	0	0	0	9	36	10	10	18	6	0	0	0	0	0	18	5	0	0	0
S Willowbrook Ave & E Compton Blvd	**44**	0.41	99	0	0	1	9	34	21	9	10	0	2	0	1	1	0	25	4	0	0	3
N Central Ave & W Rosecrans Ave	**43**	0.16	425	1	1	2	7	32	10	10	16	3	2	0	0	3	0	13	7	1	0	1
N Harris Ave & E Rosecrans Ave	**42**	0.74	118	0	0	1	13	28	12	8	17	2	1	1	0	1	0	26	4	0	0	1
S Alameda St & E Compton Blvd	**41**	0.29	85	0	0	3	3	35	7	5	19	3	3	0	2	2	0	23	2	0	0	4
Santa Fe Ave & E Artesia Blvd	**40**	-0.09	269	0	1	2	9	28	14	12	9	2	1	1	0	1	1	18	4	0	0	3
Santa Fe Ave & E Greenleaf Blvd	**39**	-0.01	446	1	1	3	10	24	17	6	6	6	1	0	1	1	0	19	3	0	0	2
N Santa Fe Ave & E Rosecrans Ave	**39**	-0.08	89	0	0	1	8	30	9	8	18	2	1	0	1	0	1	18	3	1	0	4
S Long Beach Blvd & E Alondra Blvd	**38**	-0.12	88	0	0	2	6	30	10	9	15	1	2	0	1	0	1	21	3	0	0	1
N Acacia Ave & W Compton Blvd	**38**	0.15	296	0	1	5	9	23	7	4	16	1	1	0	2	5	5	11	1	0	1	1
S Alameda St & E Artesia Blvd	**36**	-0.16	101	0	0	2	9	25	12	6	9	5	1	0	0	1	1	20	0	0	0	2
Santa Fe Ave & E Compton Blvd	**36**	-0.07	86	0	0	2	6	28	10	10	11	3	1	0	0	0	1	18	3	1	0	0
S Alameda St & E Greenleaf Blvd	**34**	0.48	248	1	0	0	10	23	13	2	11	7	0	0	0	0	0	21	3	0	0	3
N Bradfield Ave & E Rosecrans Ave	**34**	-0.01	119	0	0	3	11	20	5	7	12	2	4	0	0	2	1	16	1	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Wilmington Ave & W Victoria St	**33**	-0.10	401	1	1	1	6	24	8	6	11	2	2	1	1	1	0	15	1	0	0	1
S Alameda St & Auto Dr N	**32**	0.14	62	0	0	1	4	27	15	4	7	4	1	0	1	0	1	12	0	0	0	1
S Long Beach Blvd & E Myrrh St	**31**	-0.14	394	0	2	0	7	22	10	11	6	3	0	0	1	0	0	7	2	0	0	2
S Alameda St & E Alondra Blvd	**30**	0.09	269	0	1	3	9	17	13	4	7	3	1	1	1	0	0	17	1	0	0	1
S Tamarind Ave & E Alondra Blvd	**28**	0.03	63	0	0	1	5	22	9	8	4	4	1	0	2	1	1	10	4	0	0	1
S Wilmington Ave & W Caldwell St	**27**	-0.16	245	1	0	4	3	19	9	9	3	2	2	0	0	1	0	8	2	0	0	1
Santa Fe Ave & E Alondra Blvd	**27**	-0.20	42	0	0	0	3	24	8	5	11	2	1	0	0	0	0	15	3	0	0	0
N Aranbe Ave & W Compton Blvd	**27**	0.03	97	0	0	3	8	16	4	8	5	5	1	0	0	5	2	9	1	0	0	3
N Aranbe Ave & W Rosecrans Ave	**27**	-0.09	63	0	0	0	7	20	11	8	6	2	0	0	0	0	0	9	4	0	1	5
N Oleander Ave & W Compton Blvd	**26**	-0.01	254	1	0	3	7	15	13	6	3	1	0	0	1	2	1	8	2	1	1	1
N Alameda St & el Segundo Blvd	**26**	0.19	92	0	0	1	11	14	16	0	4	2	0	1	1	2	0	9	3	0	0	0
S Wilmington Ave & W Walnut St	**25**	-0.16	60	0	0	1	5	19	12	4	7	0	1	0	0	0	0	14	2	0	0	1
N Santa Fe Ave & E Pine St	**25**	0.11	219	0	1	1	4	19	8	5	4	3	1	0	0	3	1	9	3	0	1	1
S Acacia Ave & W Alondra Blvd	**24**	0.00	83	0	0	4	4	16	9	5	5	3	0	0	0	2	1	10	1	0	0	1
N Central Ave & el Segundo Blvd	**24**	0.32	59	0	0	1	5	18	8	5	5	5	1	0	0	0	0	8	2	0	0	1
N Long Beach Blvd & E Greenleaf Blvd	**23**	-0.20	59	0	0	0	7	16	9	6	2	5	1	0	0	1	0	6	2	0	0	0
N Acacia Ave & W Rosecrans Ave	**23**	-0.16	237	0	1	1	8	13	8	3	10	2	0	0	0	1	0	12	2	0	0	2
N Wilmington Ave & W Stockwell St	**23**	0.30	411	1	1	1	10	10	7	0	9	5	1	0	0	3	1	11	3	0	0	0
S Center Ave & W Alondra Blvd	**22**	-0.05	384	0	2	2	3	15	6	8	1	4	0	0	0	3	0	7	1	0	0	2
Santa Fe Ave & E Myrrh St	**22**	-0.14	563	0	3	1	8	10	12	4	4	0	2	0	0	1	1	13	2	0	1	0
N Dwight Ave & W Compton Blvd	**22**	-0.13	67	0	0	2	5	15	7	2	5	4	0	0	1	2	0	8	4	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Alameda St & E Manville St	**21**	1.62	214	0	1	2	2	16	8	4	5	1	0	1	1	0	0	9	2	0	0	1
S Poinsettia Ave & E Alondra Blvd	**21**	-0.07	46	0	0	0	5	16	9	4	2	6	0	0	0	0	0	6	2	0	0	0
S Bradfield Ave & E Alondra Blvd	**21**	-0.16	562	2	1	1	8	9	8	5	1	1	0	0	0	3	3	7	2	0	2	0
N Bradfield Ave & E Compton Blvd	**21**	-0.07	81	0	0	3	6	12	9	3	5	2	0	0	0	0	3	12	2	0	0	0
S Wilmington Ave & W Laurel St	**20**	-0.21	50	0	0	1	4	15	5	6	1	4	2	1	0	2	0	4	0	1	0	0
N Long Beach Blvd & E Pine St	**20**	-0.28	65	0	0	2	5	13	5	6	7	2	0	0	0	1	1	9	0	0	0	0
S Parmelee Ave & W Rosecrans Ave	**19**	-0.25	242	0	1	3	6	9	5	1	6	3	1	0	0	2	1	10	1	0	0	0
N Oleander Ave & W Rosecrans Ave	**19**	-0.21	387	1	1	1	6	10	1	8	5	1	3	0	0	3	0	7	3	0	0	0
S Oleander Ave & W Alondra Blvd	**18**	-0.11	187	1	0	0	1	16	5	4	2	5	2	0	0	0	0	8	0	1	0	2
N Long Beach Blvd & E Palmer St	**17**	-0.31	57	0	0	2	4	11	7	5	2	2	0	0	0	2	0	7	3	0	1	1
N Mayo Ave & E Rosecrans Ave	**17**	-0.27	186	0	1	0	1	15	3	2	11	0	1	0	0	0	0	11	1	0	0	1
S Central Ave & W Caldwell St	**16**	-0.31	46	0	0	1	4	11	4	3	8	0	0	0	1	0	0	10	1	1	0	1
S Alameda St & E Myrrh St	**16**	0.54	46	0	0	1	4	11	7	1	4	1	1	0	1	0	1	7	2	0	0	0
N Dwight Ave & W Rosecrans Ave	**16**	-0.31	36	0	0	0	4	12	2	3	5	3	1	0	0	1	1	7	0	0	0	1
N Long Beach Blvd & E Tucker St	**15**	-0.35	60	0	0	1	7	7	5	2	4	0	1	0	0	4	0	4	2	0	0	0
N Long Beach Blvd & E Arlington St	**15**	-0.35	25	0	0	0	2	13	1	6	8	0	0	0	0	0	0	8	1	1	0	0
S Wilmington Ave & W Artesia Blvd	**14**	-0.35	24	0	0	0	2	12	2	7	5	0	0	0	0	0	0	6	1	0	0	1
N Tajauta Ave & W Compton Blvd	**14**	-0.30	39	0	0	1	3	10	3	3	4	3	1	0	0	1	0	8	3	1	1	0
N Pannes Ave & E Rosecrans Ave	**14**	-0.34	207	0	1	2	2	9	2	3	3	3	0	0	1	4	0	5	1	0	1	2
N Central Ave & Littleton St	**14**	13.23	44	0	0	1	4	9	2	1	9	2	0	0	0	0	1	8	1	0	0	1
S Willowbrook Ave & W Alondra Blvd	**13**	-0.29	37	0	0	2	1	10	5	2	5	1	0	0	0	1	0	10	0	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Harris Ave & E Alondra Blvd	**13**	-0.03	37	0	0	2	1	10	2	5	2	4	0	0	0	0	0	3	2	0	0	0
N Wilmington Ave & W 139th St	**13**	-0.31	177	0	1	0	0	12	4	4	2	0	1	0	0	2	0	6	2	0	0	0
S Central Ave & Greenleaf Blvd	**12**	-0.37	22	0	0	1	0	11	2	4	4	0	0	0	1	0	0	3	1	0	0	0
S Willowbrook Ave & E Myrrh St	**12**	0.34	27	0	0	0	3	9	4	0	3	1	4	0	0	0	0	2	0	0	0	0
N Wadsworth Ave & W Compton Blvd	**12**	-0.34	17	0	0	0	1	11	3	3	4	0	1	0	0	0	1	3	2	0	0	2
N Alameda St & E Rosecrans Ave	**12**	-0.37	22	0	0	0	2	10	1	5	4	1	0	0	0	1	0	6	1	0	0	1
Atlantic Ave & E Rosecrans Ave	**12**	-0.40	17	0	0	0	1	11	6	4	1	1	0	0	0	0	1	6	1	0	0	0
Central Ave & E Albertoni St	**12**	0.27	186	0	1	0	2	9	3	5	2	1	0	0	1	0	0	3	1	0	1	0
S Willowbrook Ave & W Greenleaf Blvd	**11**	-0.26	35	0	0	2	1	8	1	2	5	0	3	0	0	0	0	7	0	0	0	0
S White Ave & E Alondra Blvd	**11**	-0.37	41	0	0	2	2	7	4	1	3	3	0	0	0	0	2	6	1	1	0	1
S Aprilia Ave & W Compton Blvd	**11**	-0.36	26	0	0	0	3	8	1	2	7	0	0	0	0	1	0	4	1	0	0	1
N Matthisen Ave & W Rosecrans Ave	**11**	-0.37	16	0	0	0	1	10	4	0	3	2	1	0	0	1	0	6	2	1	0	0
Plaza Dr & E Greenleaf Blvd	**10**	-0.33	35	0	0	1	3	6	4	1	1	3	1	0	0	0	0	2	1	1	0	0
S Aprilia Ave & W Alondra Blvd	**10**	-0.33	25	0	0	0	3	7	3	1	6	0	0	0	0	0	1	5	1	0	0	2
N Wilmington Ave & W 131st St	**10**	-0.38	30	0	0	1	2	7	2	2	3	1	0	0	0	2	1	3	1	0	0	0
N Slater Ave & el Segundo Blvd	**10**	-0.38	25	0	0	0	3	7	4	3	3	0	0	0	0	1	1	4	0	0	0	1
S Santa Fe Ave & Ramp	**9**	-0.41	14	0	0	0	1	8	4	1	3	1	0	0	0	0	0	1	0	0	0	1
S Alameda St & E Compton Blvd	**9**	-0.45	34	0	0	1	3	5	3	1	3	1	0	0	0	0	0	6	0	0	0	2
N Santa Fe Ave & E Tucker St	**9**	-0.37	193	0	1	0	4	4	0	1	2	2	2	1	0	0	0	2	0	0	0	1
Grandee Ave & el Segundo Blvd	**9**	-0.39	29	0	0	1	2	6	3	1	5	0	0	0	0	0	0	4	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Parmelee Ave & el Segundo Blvd	**9**	-0.39	193	1	0	0	4	4	3	2	2	0	0	0	0	0	3	1	1	1	0	0
S Wilmington Ave & W Carob St	**8**	-0.43	8	0	0	0	0	8	1	2	2	0	1	0	1	0	0	2	1	0	0	0
S Central Ave & W 156th St	**8**	-0.42	192	0	1	1	2	4	4	0	3	0	1	0	0	0	0	5	1	0	0	1
N Mayo Ave & E Compton Blvd	**8**	-0.41	8	0	0	0	0	8	1	1	1	3	1	0	1	0	0	2	0	0	0	0
N Wilmington Ave & W Poplar St	**8**	-0.44	33	0	0	1	3	4	6	0	0	1	0	0	0	1	1	1	1	0	0	0
N Central Ave & W Piru St	**7**	-0.45	22	0	0	1	1	5	1	1	3	1	0	0	0	0	0	3	2	0	0	0
N Bullis Rd & E Pine St	**7**	-0.31	12	0	0	0	1	6	0	3	2	1	0	0	1	1	0	3	0	0	0	0
N Wilmington Ave & W 130th St	**7**	-0.45	334	0	2	0	0	5	1	1	1	0	3	0	0	2	0	3	0	0	1	0
S Long Beach Blvd & S Temple Ave	**6**	-0.47	16	0	0	0	2	4	1	0	3	1	1	0	0	0	0	2	0	0	0	0
N Willowbrook Ave & E Compton Blvd	**6**	-0.47	16	0	0	1	0	5	3	1	1	0	0	0	0	0	1	4	0	0	0	0
N Central Ave & E 139th St	**6**	0.93	204	1	0	3	1	1	0	2	0	0	2	0	0	1	2	2	0	0	0	0
S Alameda St & E 134th St	**6**	-0.39	16	0	0	0	2	4	5	1	0	0	0	0	0	0	0	1	0	0	0	0
Central Ave & E Walnut St	**6**	0.12	11	0	0	0	1	5	1	2	3	0	0	0	0	0	0	4	1	0	0	1
W Victoria St & Unnamed St	**4**	-0.49	19	0	0	1	1	2	0	2	0	0	1	0	1	0	0	2	0	0	0	0
S Alameda St & E Artesia Blvd	**4**	-0.51	19	0	0	0	3	1	0	1	1	0	0	0	1	0	0	2	0	0	0	0
S Alameda St & E Alondra Blvd	**4**	-0.51	9	0	0	0	1	3	1	2	0	1	0	0	0	0	0	1	1	0	0	1
N Wilmington Ave & W 131st St	**4**	2.27	14	0	0	0	2	2	2	0	2	0	0	0	0	0	0	2	0	0	0	0
S Alameda St & On-ramp	**3**	-0.55	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	2	0	0	0	0
S Caswell Ave & W Alondra Blvd	**3**	-0.54	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Myrrh St	**3**	-0.54	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	1	1	0	0	0
N Central Ave & E 149th St	**3**	-0.54	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Alameda St & Palmer St	**3**	-0.55	18	0	0	0	3	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0
S Aprilia Ave & E Rosecrans Ave	**3**	1.18	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0
N Alameda St & E 133rd St	**3**	-0.53	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	2	1	0	0	0
Unsignalized Intersections																						
N Alameda St & E Elm St	**42**	1.76	623	2	1	3	12	24	24	3	5	3	2	0	0	2	1	20	2	0	1	1
Redondo Beach Blvd & E Compton Blvd	**34**	2.59	288	0	1	2	14	17	16	7	3	7	1	0	0	0	0	4	3	0	0	2
S Acacia Ave & W Artesia Blvd	**24**	0.33	218	0	1	1	4	18	5	4	8	2	4	0	0	0	0	13	4	0	1	1
S Bullis Rd & E Alondra Blvd	**23**	0.11	237	1	0	2	6	14	15	5	0	3	0	0	0	2	0	4	1	0	0	0
N Santa Fe Ave & E Elm St	**22**	0.19	404	0	2	3	5	12	13	0	4	2	0	1	0	3	1	4	2	0	0	1
S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park	**21**	21.53	542	0	3	0	6	12	6	4	4	5	1	0	0	0	2	4	3	0	3	3
N Long Beach Blvd & E Golden St	**20**	0.00	368	1	1	0	4	14	3	7	4	4	0	0	0	4	0	5	2	1	0	0
N Long Beach Blvd & E Elm St	**19**	0.05	217	0	1	2	3	13	8	2	6	2	0	0	0	1	2	4	1	0	0	1
N Kemp Ave & W Rosecrans Ave	**19**	0.03	233	0	1	2	6	10	2	3	7	4	0	1	1	2	1	9	0	0	1	0
S Frailey Ave & E Alondra Blvd	**18**	0.42	38	0	0	0	4	14	5	6	4	1	2	0	0	1	1	3	1	0	2	3
N Bullis Rd & E Kay St	**18**	0.66	48	0	0	2	2	14	3	8	5	2	0	0	0	1	2	6	1	1	0	2
S Long Beach Blvd & E Cypress St	**17**	-0.02	42	0	0	1	3	13	2	5	3	2	2	0	3	0	0	3	3	1	1	1
N Matthisen Ave & W Compton Blvd	**17**	0.09	41	0	0	2	1	14	7	2	5	2	0	0	0	1	1	5	0	0	1	0
N Alameda St & E Palmer St	**17**	0.57	236	0	1	2	7	7	6	2	6	2	0	0	0	0	1	10	1	0	0	0
W Victoria St & W Victoria St	**16**	0.32	36	0	0	1	2	13	9	3	1	1	1	0	1	0	1	3	1	0	0	1
S Wilmington Ave & W Manville St	**16**	-0.02	214	0	1	2	3	10	6	4	2	3	0	0	0	0	0	4	2	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Long Beach Blvd & E Caldwell St	**16**	0.00	194	0	1	1	1	13	3	4	5	1	2	0	1	2	0	2	0	0	0	0
S Lime Ave & E Alondra Blvd	**16**	0.04	31	0	0	0	3	13	6	3	1	2	3	0	1	0	1	2	2	0	1	0
N Long Beach Blvd & E Ezmirlian St	**16**	-0.05	358	0	2	1	1	12	3	5	4	2	1	0	0	1	1	0	2	0	1	0
N Santa Fe Ave & E Oaks St	**16**	0.15	26	0	0	0	2	14	7	6	2	0	0	0	0	0	0	4	0	0	0	0
N Alameda St & E Pine St	**16**	0.80	41	0	0	0	5	11	7	4	2	1	1	0	1	0	1	8	2	0	1	1
N Wilmington Ave & W 137th St	**15**	0.03	25	0	0	1	0	14	2	6	7	0	0	0	0	0	0	5	0	0	0	0
N Nestor Ave & W Compton Blvd	**14**	0.00	54	0	0	1	6	7	4	1	4	3	2	0	0	0	1	2	2	0	1	2
N Willow Ave & E Rosecrans Ave	**14**	0.23	222	1	0	3	3	7	4	2	4	1	0	0	3	0	3	5	3	0	0	0
S Central Ave & W Reeve St	**13**	0.01	38	0	0	0	5	8	6	4	2	0	0	0	1	0	0	1	0	0	0	0
S Acacia Ave & W Myrrh St	**13**	0.36	197	0	1	1	2	9	3	4	1	3	0	0	1	1	0	5	1	0	0	0
N Wilmington Ave & W Palmer St	**13**	0.00	48	0	0	1	5	7	5	1	2	2	1	0	1	1	0	3	0	0	0	1
S Tajauta Ave & W Spruce St	**13**	12.77	23	0	0	0	2	11	1	2	5	3	1	0	0	0	0	7	2	0	1	1
N Willowbrook Ave & E Elm St	**13**	0.38	33	0	0	1	2	10	3	5	0	1	1	0	0	2	0	4	1	0	0	0
N Short Ave & E Poppy Ave	**13**	2.86	33	0	0	0	4	9	4	5	1	1	0	0	1	0	0	6	1	1	0	0
S Bullis Rd & E Cypress St	**12**	0.15	37	0	0	1	3	8	4	4	4	0	0	0	0	0	0	2	2	0	0	0
S Long Beach Blvd & E Laurel St	**12**	-0.09	27	0	0	0	3	9	2	4	3	3	0	0	0	1	1	2	1	0	0	0
N Central Ave & E 144th St	**12**	-0.02	215	1	0	3	2	6	7	0	3	1	0	0	0	2	3	3	0	0	0	0
N Paulsen Ave & W Cherry St	**12**	2.59	27	0	0	1	1	10	10	2	0	0	0	0	0	0	0	5	0	0	0	1
S Castlegate Ave & E Alondra Blvd	**11**	-0.07	180	0	1	0	1	9	2	4	4	1	0	0	0	0	0	3	1	0	1	1
Alley & W Alondra Blvd	**11**	0.32	26	0	0	0	3	8	5	3	1	2	0	0	0	0	0	1	0	0	0	1
S Essey Ave & E Alondra Blvd	**11**	-0.07	26	0	0	0	3	8	4	3	3	1	0	0	0	0	1	2	0	0	1	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Burris Ave & E Compton Blvd	**11**	-0.04	185	1	0	0	2	8	2	2	5	2	0	0	0	1	1	4	3	0	0	0
N Aranbe Ave & W School St	**11**	2.32	26	0	0	1	1	9	6	3	0	0	0	1	0	0	0	2	2	0	0	0
N Mayo Ave & E Palmer St	**11**	0.55	16	0	0	0	1	10	0	5	2	1	0	1	2	0	0	3	2	0	2	0
N Acacia Ave & W Elm St	**11**	0.14	21	0	0	0	2	9	4	2	3	1	0	0	0	1	1	2	0	0	0	0
N Wilmington Ave & W Cressey St	**11**	-0.06	26	0	0	0	3	8	4	4	2	0	1	0	0	0	0	3	1	0	0	0
N Bullis Rd & E Ezmirlian St	**11**	0.25	35	0	0	2	1	8	4	4	1	1	0	0	0	1	0	1	2	0	0	0
N Wilmington Ave & W 133rd St	**11**	-0.05	46	0	0	2	3	6	2	3	2	1	0	0	1	2	1	0	2	0	1	0
unnamed St & el Segundo Blvd	**11**	2.32	26	0	0	1	1	9	2	3	5	0	0	0	0	1	1	1	1	0	0	0
N Oleander Ave & W Magnolia St	**10**	2.04	10	0	0	0	0	10	3	2	3	1	1	0	0	0	0	2	0	0	2	0
N Willow Ave & E Palmer St	**10**	0.46	194	0	1	1	2	6	1	3	1	0	2	0	0	2	0	2	2	0	0	1
N Oleander Ave & W Elm St	**10**	0.36	15	0	0	0	1	9	0	5	1	1	2	0	1	0	0	1	0	0	0	0
N Chester Ave & E Elm St	**10**	0.36	45	0	0	2	3	5	9	0	1	0	0	0	0	0	0	3	0	0	0	0
S Williams Ave & E Rosecrans Ave	**10**	9.48	10	0	0	0	0	10	2	0	8	0	0	0	0	0	0	5	2	0	1	0
N Wilmington Ave & W Plum St	**10**	-0.08	20	0	0	0	2	8	3	3	0	4	0	0	0	0	0	2	1	0	0	1
N Santa Fe Ave & E Peck St	**10**	-0.03	20	0	0	1	0	9	4	4	1	1	0	0	0	0	0	2	0	0	1	1
N Wilmington Ave & W 136th St	**10**	-0.08	20	0	0	0	2	8	2	2	3	2	1	0	0	0	0	5	0	0	0	0
Grandee Ave & W 132nd St	**10**	2.04	40	0	0	2	2	6	2	3	1	3	0	0	1	0	0	3	2	0	0	0
S Oleander Ave & W Greenleaf Blvd	**9**	0.19	29	0	0	0	4	5	2	0	7	0	0	0	0	0	0	6	2	0	0	0
S Mayo Ave & E Greenleaf Blvd	**9**	1.15	14	0	0	0	1	8	4	2	3	0	0	0	0	0	0	3	1	0	1	0
S Sportsman Dr & Atlantic Ave	**9**	0.00	352	0	2	0	3	4	0	2	3	3	0	0	0	1	0	4	1	0	0	0
S Northwood Ave & W Alondra Blvd	**9**	-0.04	19	0	0	0	2	7	2	4	1	0	1	1	0	0	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Long Beach Blvd & E Marcelle St	**9**	-0.11	183	0	1	0	2	6	2	2	3	2	0	0	0	0	0	2	0	0	0	0
S Crane Ave & E Alondra Blvd	**9**	-0.08	14	0	0	0	1	8	1	4	4	0	0	0	0	0	0	2	0	0	0	0
S Harris Ave & E Linsley St	**9**	0.71	9	0	0	0	0	9	2	5	2	0	0	0	0	0	0	1	2	0	0	0
S Tamarind Ave & E Myrrh St	**9**	0.05	39	0	0	1	4	4	5	1	1	2	0	0	0	1	1	3	0	0	0	0
S Rose Ave & E Compton Blvd	**9**	-0.09	29	0	0	1	2	6	3	1	2	2	1	0	0	1	1	1	1	0	0	0
S Poinsettia Ave & E Compton Blvd	**9**	-0.09	19	0	0	0	2	7	3	2	3	1	0	0	0	0	0	3	1	0	0	0
S Thorson Ave & E Compton Blvd	**9**	-0.07	29	0	0	1	2	6	2	1	2	3	1	0	0	1	0	4	2	0	0	1
N Locust Ave & E Compton Blvd	**9**	-0.07	9	0	0	0	0	9	2	2	4	1	0	0	0	0	0	3	1	0	0	0
N Chester Ave & E Rosecrans Ave	**9**	0.00	33	0	0	2	1	6	0	4	3	1	1	0	0	0	0	5	1	0	0	0
N Culver Ave & W Rosecrans Ave	**9**	-0.12	14	0	0	0	1	8	1	2	5	0	1	0	0	0	0	3	0	0	0	0
N Long Beach Blvd & E Kay St	**9**	-0.15	29	0	0	0	4	5	3	3	2	0	0	0	1	0	0	2	1	0	1	0
N Paulsen Ave & W 139th St	**9**	8.38	14	0	0	0	1	8	2	6	0	1	0	0	0	0	1	2	0	0	1	0
N Wilmington Ave & W 138th St	**9**	-0.10	24	0	0	0	3	6	4	2	2	1	0	0	0	0	1	2	0	1	0	0
N Wilmington Ave & W 132nd St	**9**	-0.10	34	0	0	1	3	5	1	3	3	0	2	0	0	0	0	2	0	0	0	1
S Acacia Ave & W Manville St	**8**	0.06	13	0	0	0	1	7	1	3	3	0	1	0	0	0	0	4	0	0	0	0
Santa Fe Ave & off-ramp	**8**	-0.12	181	1	0	1	0	6	1	2	3	1	0	0	0	1	0	2	0	0	0	1
S Long Beach Blvd & E Bennett St	**8**	-0.13	340	1	1	0	1	5	0	3	1	1	1	0	0	2	0	2	1	0	0	0
S Alameda St & E Johnson St	**8**	0.55	182	1	0	0	2	5	3	0	2	1	1	0	0	0	0	3	0	0	0	1
S Willowbrook Ave & E Caldwell St	**8**	0.13	13	0	0	0	1	7	5	1	0	1	0	0	1	0	0	0	0	0	1	1
Plaza Entrance & E Alondra Blvd	**8**	-0.13	23	0	0	1	1	6	2	0	4	0	1	0	0	1	0	3	1	0	0	1
S Tamarind Ave & E Indigo St	**8**	0.20	18	0	0	0	2	6	3	1	1	2	1	0	0	0	0	2	0	0	1	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Wadsworth Ave & W Compton Blvd	**8**	-0.16	340	1	1	0	1	5	1	4	1	0	0	0	2	0	0	2	0	0	0	0
S Pannes Ave & E Compton Blvd	**8**	-0.10	13	0	0	0	1	7	3	1	2	1	1	0	0	0	0	1	1	0	0	1
Atlantic Ave & E San Vincente St	**8**	0.88	23	0	0	0	3	5	1	1	5	1	0	0	0	0	0	2	1	0	1	0
N Poinsettia Ave & E Palmer St	**8**	0.28	172	0	1	0	0	7	1	5	2	0	0	0	0	0	1	2	0	0	0	0
N Bowen Ave & E Palmer St	**8**	-0.02	8	0	0	0	0	8	4	3	0	1	0	0	0	0	0	3	0	0	0	0
N Wilmington Ave & W Brazil St	**8**	0.02	18	0	0	0	2	6	4	2	0	0	2	0	0	0	0	2	0	0	0	0
N Acacia Ave & W Cedar St	**8**	0.20	28	0	0	1	2	5	5	2	1	0	0	0	0	0	1	2	0	0	1	0
N Nestor Ave & W Rosecrans Ave	**8**	-0.17	196	0	1	2	1	4	3	2	1	1	1	0	0	0	0	2	0	0	1	1
N Aranbe Ave & W Cressey St	**8**	0.20	18	0	0	0	2	6	4	0	2	2	0	0	0	1	0	1	0	0	0	1
N Wilmington Ave & W 134th St	**8**	-0.12	38	0	0	1	4	3	4	1	3	0	0	0	0	0	0	2	1	0	1	1
N Long Beach Blvd & E Stockton Ave	**8**	-0.17	13	0	0	0	1	7	1	3	2	1	1	0	0	0	0	2	3	0	0	2
N Alameda St & E Weber Ave	**8**	0.19	33	0	0	1	3	4	3	3	1	0	1	0	0	0	0	3	2	0	0	1
S Burris Ave & E Greenleaf Blvd	**7**	-0.08	32	0	0	1	3	3	1	1	2	2	0	0	0	2	1	3	0	0	0	0
S Clymar Ave & W Alondra Blvd	**7**	-0.11	17	0	0	0	2	5	3	2	1	0	0	1	0	0	0	0	0	0	0	1
S Wilmington Ave & W Tichenor St	**7**	-0.15	7	0	0	0	0	7	2	2	3	0	0	0	0	0	0	2	0	0	0	0
Atlantic Ave & El Rancho Mobile Home Park	**7**	-0.07	12	0	0	0	1	6	2	2	2	1	0	0	0	0	0	3	3	0	1	0
Off-ramp & E Alondra Blvd	**7**	-0.05	7	0	0	0	0	7	1	1	3	0	2	0	0	0	0	4	0	0	0	0
S Alameda St & E Raymond St	**7**	-0.14	12	0	0	0	1	6	1	1	3	1	1	0	0	0	0	2	0	0	1	0
S Long Beach Blvd & E Elizabeth St	**7**	-0.15	37	0	0	2	2	3	2	1	1	1	0	0	0	2	0	1	0	0	0	0
S Grandee Ave & W Alondra Blvd	**7**	-0.11	17	0	0	0	2	5	1	4	1	0	1	0	0	0	0	0	1	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Kemp Ave & W Alondra Blvd	**7**	-0.11	22	0	0	0	3	4	2	3	0	2	0	0	0	0	0	0	1	0	0	0
S Center Ave & W Cypress St	**7**	0.15	180	0	1	1	0	5	1	1	1	2	1	0	1	0	0	2	1	0	1	0
S Wilmington Ave & W 156th St	**7**	-0.15	200	1	0	2	2	2	3	0	1	2	0	0	1	0	0	1	1	0	1	0
S Pannes Ave & E Myrrh St	**7**	0.12	7	0	0	0	0	7	1	4	0	2	0	0	0	0	0	0	0	0	0	0
N Willow Ave & E Compton Blvd	**7**	-0.14	334	2	0	0	0	5	0	1	3	1	0	0	0	2	0	1	1	0	0	0
S Barron Ave & W Palm St	**7**	1.22	7	0	0	0	0	7	0	4	2	0	1	0	0	0	0	2	0	0	1	1
S Willowbrook Ave & E Palm St	**7**	0.63	27	0	0	1	2	4	1	3	1	0	0	0	1	1	0	3	0	0	0	0
N Bowen Ave & E Compton Blvd	**7**	-0.13	12	0	0	0	1	6	4	1	1	0	0	0	0	1	0	1	0	0	1	1
S Amantha Ave & W Compton Blvd	**7**	-0.15	27	0	0	1	2	4	5	2	0	0	0	0	0	0	0	2	1	0	0	0
N Maie Ave & W Compton Blvd	**7**	-0.15	32	0	0	1	3	3	2	1	3	0	0	0	0	1	0	2	0	0	0	0
S Barron Ave & W Compton Blvd	**7**	-0.14	181	1	0	0	2	4	2	3	1	1	0	0	0	0	0	2	1	0	0	1
N Central Ave & E 150th St	**7**	-0.14	12	0	0	0	1	6	2	2	2	0	1	0	0	0	0	2	0	0	0	0
S Matthisen Ave & W Compton Blvd	**7**	-0.14	32	0	0	1	3	3	3	1	2	1	0	0	0	0	1	1	1	0	0	0
N Acacia Ave & W Palmer St	**7**	0.15	17	0	0	1	0	6	2	2	0	2	0	0	0	1	0	1	2	0	1	0
N Wilmington Ave & W Arbutus St	**7**	-0.14	17	0	0	0	2	5	1	3	1	0	0	0	0	0	0	3	1	0	0	1
N Aranbe Ave & W Arbutus St	**7**	1.22	27	0	0	1	2	4	3	2	0	0	0	0	0	1	0	2	1	0	0	0
N Spring Ave & E Rosecrans Ave	**7**	-0.16	176	0	1	0	1	5	1	3	2	0	0	0	0	0	0	1	1	0	0	0
McKinley Ave & E Rosecrans Ave	**7**	-0.17	22	0	0	1	1	5	3	2	0	0	2	0	0	0	0	2	0	0	0	0
Plaza Entrance & E Rosecrans Ave	**7**	-0.17	12	0	0	0	1	6	5	0	1	1	0	0	0	0	0	1	2	0	1	0
N Paulsen Ave & W Plum St	**7**	1.22	27	0	0	1	2	4	5	0	0	1	0	0	1	0	0	2	1	1	0	0
N Mona Blvd & E Mealy St	**7**	-0.06	171	1	0	0	0	6	1	2	3	0	0	0	0	1	0	1	0	0	1	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Willowbrook Ave & W Douglas St	**7**	-0.05	171	1	0	0	0	6	1	2	2	2	0	0	0	0	0	3	0	0	0	0
N Bradfield Ave & E Kay St	**7**	1.22	12	0	0	0	1	6	2	3	2	0	0	0	0	0	0	2	0	0	1	0
N Long Beach Blvd & E Peck St	**7**	-0.18	180	0	1	1	0	5	0	3	3	0	0	0	0	1	1	1	1	0	0	0
N Willowbrook Ave & E Winona Ave	**7**	-0.05	12	0	0	0	1	6	2	4	1	0	0	0	0	0	0	1	0	0	0	0
N Wilmington Ave & W 134th Pl	**7**	-0.15	17	0	0	0	2	5	1	2	3	0	0	0	0	0	1	2	1	0	0	0
S Wilmington Ave & Greenleaf Dr	**6**	-0.18	6	0	0	0	0	6	2	0	1	1	2	0	0	0	0	2	0	0	0	1
S Center Ave & W Greenleaf Blvd	**6**	-0.01	184	0	1	1	1	3	4	0	2	0	0	0	0	0	0	1	1	0	0	1
S Tamarind Ave & E Bennett St	**6**	0.04	21	0	0	1	1	4	2	3	1	0	0	0	0	0	0	1	1	0	0	1
S Temple Ave & E Greenleaf Blvd	**6**	0.10	6	0	0	0	0	6	2	0	4	0	0	0	0	0	0	2	0	0	0	0
S Willowbrook Ave & E Bennett St	**6**	0.61	16	0	0	0	2	4	1	3	1	1	0	0	0	0	0	1	2	0	0	0
S Temple Ave & E Caldwell St	**6**	0.04	6	0	0	0	0	6	2	1	0	1	1	0	1	0	0	1	0	0	0	0
S Willowbrook Ave & E Tichenor St	**6**	0.61	21	0	0	1	1	4	0	1	0	2	0	0	1	0	0	1	0	0	0	0
S Central Ave & Plaza Entrance	**6**	-0.16	175	1	0	0	1	4	4	0	0	1	0	0	0	1	0	0	0	0	0	0
S Muriel Ave & E Elizabeth St	**6**	0.95	6	0	0	0	0	6	5	0	1	0	0	0	0	0	0	2	1	0	0	0
S Acacia Ave & W Cocoa St	**6**	0.04	16	0	0	0	2	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0
S Washington Ave & E Alondra Blvd	**6**	-0.10	6	0	0	0	0	6	0	1	4	0	1	0	0	0	0	3	3	0	0	0
S Holly Ave & E Myrrh St	**6**	0.04	26	0	0	1	2	3	4	1	1	0	0	0	0	0	0	3	0	0	0	0
S Central Ave & W 154th St	**6**	-0.17	175	0	1	0	1	4	3	1	2	0	0	0	0	0	0	2	0	0	0	0
S Central Ave & W 153rd St	**6**	-0.16	170	1	0	0	0	5	0	2	3	1	0	0	0	0	0	2	0	0	0	0
Santa Fe Ave & E Laurel St	**6**	-0.16	175	0	1	0	1	4	1	2	2	1	0	0	0	0	0	2	0	0	0	0
S Central Ave & W 152nd St	**6**	-0.16	25	0	0	2	0	4	2	1	1	0	0	0	0	0	1	1	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Sloan Ave & E Compton Blvd	**6**	-0.16	190	1	0	0	4	1	2	0	1	1	0	0	0	2	1	1	0	0	0	0
S Essey Ave & E Compton Blvd	**6**	-0.15	21	0	0	0	3	3	1	3	1	0	0	0	0	1	0	2	0	0	0	0
N Kemp Ave & W Compton Blvd	**6**	-0.09	26	0	0	1	2	3	2	1	3	0	0	0	0	0	0	3	0	0	0	0
N Culver Ave & W Compton Blvd	**6**	-0.16	6	0	0	0	0	6	1	0	2	2	0	0	0	1	0	3	1	0	1	0
N Central Ave & E 148th St	**6**	-0.17	16	0	0	0	2	4	2	2	1	0	1	0	0	0	0	1	1	0	0	0
N Bullis Rd & E Elm St	**6**	-0.03	6	0	0	0	0	6	2	2	0	1	0	0	0	0	0	2	0	0	1	1
N Bradfield Ave & E San Vincente St	**6**	0.24	21	0	0	1	1	4	1	3	0	0	0	0	0	0	0	1	1	0	0	0
N Bradfield Ave & E Pixley St	**6**	0.24	6	0	0	0	0	6	2	3	1	0	0	0	0	0	0	3	0	1	1	0
N Bullis Rd & Marguerita Dr	**6**	-0.03	31	0	0	0	5	1	5	0	1	0	0	0	0	0	0	1	0	0	0	0
N McDivitt Ave & E Rosecrans Ave	**6**	-0.18	170	0	1	0	0	5	1	1	2	2	0	0	0	0	1	2	1	0	0	0
N Sloan Ave & E Rosecrans Ave	**6**	-0.18	26	0	0	1	2	3	2	1	1	0	0	0	0	2	0	1	0	0	2	0
N Central Ave & E 142nd St	**6**	-0.18	180	0	1	0	2	3	3	0	1	1	1	0	0	0	0	1	1	0	0	1
N Crane Ave & E Rosecrans Ave	**6**	-0.18	21	0	0	1	1	4	0	1	5	0	0	0	0	0	0	5	0	0	0	0
N Poinsettia Ave & E Rosecrans Ave	**6**	-0.18	6	0	0	0	0	6	0	2	4	0	0	0	0	0	1	2	0	0	0	1
N Matthisen Ave & W Cherry St	**6**	0.95	6	0	0	0	0	6	2	2	2	0	0	0	0	0	0	3	0	0	0	0
N Paulsen Ave & W Cressey St	**6**	0.95	21	0	0	0	3	3	4	0	1	1	0	0	0	0	0	5	1	0	2	0
N Bullis Rd & E Queensdale St	**6**	-0.04	21	0	0	1	1	4	0	5	1	0	0	0	0	0	1	2	0	0	0	0
N Bullis Rd & E Orchard St	**6**	-0.05	170	0	1	0	0	5	0	2	2	2	0	0	0	0	0	1	1	0	0	0
N Anzac Ave & W 131st St	**6**	1.39	11	0	0	0	1	5	2	1	3	0	0	0	0	0	0	2	0	0	1	0
N Central Ave & W 131st St	**6**	-0.11	21	0	0	0	3	3	0	3	0	2	0	0	0	0	0	0	2	0	0	1
N Central Ave & W 132nd St	**6**	-0.18	31	0	0	1	3	2	4	0	1	1	0	0	0	0	1	1	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Dalhart Ave & el Segundo Blvd	6	-0.16	16	0	0	0	2	4	4	1	1	0	0	0	0	0	0	1	3	0	0	0
S Acacia Ave & W Apra St	4	0.04	9	0	0	0	1	3	0	1	0	2	1	0	0	0	0	1	0	0	0	0
S Northwood Ave & W Greenleaf Blvd	4	-0.14	4	0	0	0	0	4	1	0	1	1	1	0	0	0	0	3	0	0	0	0
S Grandee Ave & W Caldwell St	4	-0.19	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	1	0	0	1	0
S Alameda St & E Bennett St	4	0.02	9	0	0	0	1	3	2	0	1	0	1	0	0	0	0	2	0	0	0	0
S Oleander Ave & W Bennett St	4	0.40	9	0	0	0	1	3	1	2	1	0	0	0	0	1	0	0	0	1	0	0
S Sportsman Dr & Atlantic Ave	4	-0.19	182	0	1	1	1	1	1	0	0	3	0	0	0	0	0	2	1	0	2	1
S Northwood Ave & W Caldwell St	4	-0.19	4	0	0	0	0	4	1	2	1	0	0	0	0	0	0	2	0	0	0	0
S Hillford Ave & W Caldwell St	4	-0.19	168	0	1	0	0	3	0	1	1	0	1	0	0	1	0	1	0	0	1	0
S Willowbrook Ave & E Johnson St	4	0.20	14	0	0	1	0	3	1	0	0	1	1	0	0	0	0	0	0	0	1	0
S Aprilia Ave & W Claude St	4	0.40	4	0	0	0	0	4	0	3	1	0	0	0	0	0	0	2	0	0	0	1
S Temple Ave & E Schinner St	4	0.66	14	0	0	1	0	3	0	2	1	0	0	0	0	0	1	0	0	0	0	1
S Willowbrook Ave & W Caldwell St	4	-0.15	4	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	1	0	0	0
S Mayo Ave & E Alondra Blvd	4	-0.21	4	0	0	0	0	4	0	0	2	1	0	0	1	0	1	1	0	0	0	0
S Chester Ave & E Alondra Blvd	4	-0.21	173	0	1	0	1	2	0	1	1	1	1	0	0	0	0	0	0	0	1	0
S Butler Ave & E Alondra Blvd	4	-0.22	4	0	0	0	0	4	1	0	3	0	0	0	0	0	0	2	0	0	0	0
S Atlantic Dr & E Caldwell St	4	0.03	4	0	0	0	0	4	0	3	0	0	1	0	0	0	0	1	0	0	0	0
S Gunlock Ave & W Raymond St	4	0.40	4	0	0	0	0	4	0	3	1	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Claude St	4	0.04	14	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	1	0	0	0
S Poinsettia Ave & E Marcelle St	4	0.40	4	0	0	0	0	4	0	1	0	3	0	0	0	0	0	0	0	0	0	1
Entrance Res. & W Alondra Blvd	4	-0.20	14	0	0	0	2	2	1	1	2	0	0	0	0	0	0	1	2	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Pannes Ave & E Alondra Blvd	**4**	-0.22	9	0	0	0	1	3	1	0	1	1	0	0	0	1	1	0	0	0	0	0
S Muriel Ave & E Alondra Blvd	**4**	-0.22	24	0	0	1	2	1	2	0	1	1	0	0	0	1	0	1	0	0	0	0
E Elizabeth St & E Alondra Blvd	**4**	-0.22	4	0	0	0	0	4	1	0	3	0	0	0	0	0	0	2	0	0	0	0
Off-ramp & E Alondra Blvd	**4**	-0.18	14	0	0	1	0	3	0	2	1	0	0	0	1	1	0	2	0	0	0	0
S Pearl Ave & E Alondra Blvd	**4**	-0.16	173	1	0	0	1	2	1	0	1	1	1	0	0	0	2	1	0	0	0	0
S Thorson Ave & E Myrrh St	**4**	-0.10	4	0	0	0	0	4	1	0	1	1	0	0	1	0	0	1	0	0	0	0
S Willowbrook Ave & W Indigo St	**4**	0.12	19	0	0	1	1	2	0	2	0	2	0	0	0	0	1	1	1	0	0	0
S Bullis Rd & E Myrrh St	**4**	-0.20	9	0	0	0	1	3	1	0	0	2	1	0	0	0	0	1	0	1	0	0
S Oleander Ave & W Myrrh St	**4**	2.90	4	0	0	0	0	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0
S Aprilia Ave & W 152nd St	**4**	0.66	9	0	0	0	1	3	2	0	1	1	0	0	0	0	0	2	0	0	0	1
S Rose Ave & E Laurel St	**4**	0.66	4	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	1	0	0	0
S Alameda St & E Laurel St	**4**	0.02	9	0	0	0	1	3	2	2	0	0	0	0	0	0	1	0	0	0	1	0
S Holly Ave & E Laurel St	**4**	0.40	4	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	1	0	0	2
S Barron Ave & W Almond St	**4**	0.66	9	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
S Willowbrook Ave & Plaza	**4**	0.12	4	0	0	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0
S Tajauta Ave & W 151st St	**4**	0.40	9	0	0	0	1	3	1	3	0	0	0	0	0	0	0	1	0	0	0	0
S Oleander Ave & W Palm St	**4**	0.40	9	0	0	0	1	3	1	1	1	0	0	0	0	1	0	0	0	0	0	0
S Chester Ave & E Compton Blvd	**4**	-0.21	4	0	0	0	0	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0
S Pearl Ave & E Compton Blvd	**4**	-0.21	177	1	0	1	0	2	2	0	0	1	0	0	0	1	1	1	0	0	0	0
S Ward Ave & E Compton Blvd	**4**	-0.21	9	0	0	0	1	3	0	1	0	1	1	1	0	0	0	2	0	0	0	0
S Holly Ave & E Compton Blvd	**4**	-0.21	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	1	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Paulsen Ave & W Compton Blvd	**4**	-0.21	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	1
N Dwight Ave & W School St	**4**	0.40	4	0	0	0	0	4	1	1	1	0	0	0	0	0	0	2	0	0	0	0
N Acacia Ave & W School St	**4**	-0.11	9	0	0	0	1	3	1	0	2	1	0	0	0	0	0	3	0	1	0	0
N Culver Ave & W School St	**4**	0.40	4	0	0	0	0	4	0	2	0	1	0	0	0	0	0	2	0	0	0	0
N Willowbrook Ave & E Palmer St	**4**	0.06	173	1	0	0	1	2	0	0	0	1	2	0	0	1	0	2	0	0	0	0
N Holly Ave & E San Vincente St	**4**	0.03	4	0	0	0	0	4	0	1	1	2	0	0	0	0	0	2	1	0	0	0
N Matthisen Ave & W Arbutus St	**4**	0.40	4	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0
N Sloan Ave & E Elm St	**4**	-0.11	9	0	0	0	1	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0
N Tajauta Ave & W Poplar St	**4**	-0.11	4	0	0	0	0	4	2	1	0	1	0	0	0	0	0	1	0	0	1	0
N Spring Ave & E Elm St	**4**	-0.11	14	0	0	1	0	3	0	2	0	0	1	0	0	1	0	0	0	0	1	0
N Tamarind Ave & E Elm St	**4**	-0.11	4	0	0	0	0	4	1	1	0	0	0	0	1	0	1	1	0	0	0	0
W Pacific Ave & W Cedar St	**4**	0.40	4	0	0	0	0	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0
N Aranbe Ave & W Cedar St	**4**	0.40	4	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0
N Burris Ave & E Rosecrans Ave	**4**	-0.22	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	2	1	0	0	0
N Matthisen Ave & W Spruce St	**4**	0.40	4	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	1	0	0	0
N Aranbe Ave & W Spruce St	**4**	0.40	4	0	0	0	0	4	0	1	2	0	0	0	1	0	0	1	1	0	0	0
S Keene Ave & E Rosecrans Ave	**4**	-0.22	9	0	0	0	1	3	2	0	1	0	0	0	0	0	0	1	0	0	0	0
N Locust Ave & E Rosecrans Ave	**4**	-0.22	14	0	0	0	2	2	0	2	1	1	0	0	0	1	0	0	1	0	0	0
S Cookacre Ave & E Rosecrans Ave	**4**	-0.21	14	0	0	0	2	2	1	0	3	0	0	0	0	0	0	3	1	0	0	0
N Culver Ave & W Douglas St	**4**	0.40	9	0	0	0	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0
N Alameda St & E Mealy St	**4**	-0.21	173	1	0	0	1	2	2	0	0	1	0	0	0	1	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Oleander Ave & W Peach St	**4**	0.40	4	0	0	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0
N McDivitt Ave & E Tucker St	**4**	0.40	9	0	0	0	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0
N Oleander Ave & W Pear St	**4**	0.40	4	0	0	0	0	4	0	3	0	1	0	0	0	0	0	1	0	0	1	0
S Cookacre Ave & E McMillan St	**4**	0.00	19	0	0	1	1	2	4	0	0	0	0	0	0	0	0	1	0	0	1	0
S Gibson Ave & E McMillan St	**4**	0.14	4	0	0	0	0	4	1	1	2	0	0	0	0	0	0	3	0	0	0	1
N Tamarind Ave & E Oris St	**4**	0.66	4	0	0	0	0	4	0	2	0	1	0	0	1	0	0	0	0	0	0	0
N Long Beach Blvd & E Oaks St	**4**	-0.22	4	0	0	0	0	4	1	3	0	0	0	0	0	0	0	2	0	0	0	0
N Central Ave & W 134th St	**4**	2.90	9	0	0	0	1	3	1	2	0	0	1	0	0	0	0	1	1	0	1	1
N Short Ave & E Arlington St	**4**	0.40	14	0	0	1	0	3	2	2	0	0	0	0	0	0	1	1	0	0	1	1
Grandee Ave & W 134th St	**4**	0.40	4	0	0	0	0	4	2	1	0	1	0	0	0	0	0	0	0	1	0	0
N Bradfield Ave & E Orchard St	**4**	0.40	19	0	0	1	1	2	3	1	0	0	0	0	0	0	0	1	0	1	0	0
Peach St & E Pine St	**4**	0.66	4	0	0	0	0	4	1	2	1	0	0	0	0	0	0	1	1	0	0	0
Alhambra Ave & E Pine St	**4**	0.40	168	0	1	0	0	3	1	0	2	0	0	0	1	0	0	0	0	0	0	1
N Compton Ave & W 132nd St	**4**	0.07	4	0	0	0	0	4	1	2	0	1	0	0	0	0	0	2	0	0	0	1
N Short Ave & E Stockton Ave	**4**	0.40	4	0	0	0	0	4	2	0	1	1	0	0	0	0	0	0	1	0	0	0
Grandee Ave & W 131st St	**4**	0.40	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	0	0	0	0
S Cuzco Ave & E Greenleaf Blvd	**3**	-0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Entrance & W Carob St	**3**	0.30	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	1
S California Ave & E Greenleaf Blvd	**3**	-0.23	167	0	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Entrance Community College & E Greenleaf Blvd	**3**	-0.23	18	0	0	1	1	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0
S Acacia Ave & W Carob St	**3**	0.30	167	0	1	0	0	2	0	0	0	0	2	0	1	0	0	2	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Wadsworth Ave & W Billings St	**3**	0.30	3	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0
S Willowbrook Ave & W Greenleaf Blvd	**3**	-0.23	8	0	0	0	1	2	1	0	2	0	0	0	0	0	0	1	0	0	0	0
S Whitemarsh Ave & W Greenleaf Blvd	**3**	-0.21	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
S Wilmington Ave & W Bennett St	**3**	-0.24	18	0	0	1	1	1	1	0	1	0	1	0	0	1	0	1	0	0	0	0
S Hillford Ave & W 166th St	**3**	0.30	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Pearl Ave & E Greenleaf Blvd	**3**	-0.23	8	0	0	0	1	2	1	0	2	0	0	0	0	0	0	2	0	0	0	0
S Dwight Ave & W Caldwell St	**3**	-0.23	167	0	1	0	0	2	0	0	1	0	0	0	1	1	0	0	0	1	0	0
S Gunlock Ave & W Caldwell St	**3**	-0.23	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0
McKinley Ave & W Caldwell St	**3**	-0.23	8	0	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0
S Long Beach Blvd & E Glencoe Ave	**3**	-0.24	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0
N Atlantic Dr & E Greenleaf Blvd	**3**	-0.02	3	0	0	0	0	3	0	1	0	0	2	0	0	0	0	2	0	0	0	0
S Exmoor Ave & S Exmoor Ave	**3**	-0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
S Whitemarsh Ave & W Caldwell St	**3**	-0.23	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	1	0	0	1	0
Unnamed St & W Caldwell St	**3**	-0.23	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
S Temple Ave & E Bennett St	**3**	0.12	13	0	0	1	0	2	2	1	0	0	0	0	0	0	0	1	0	0	0	0
S Poinsettia Ave & E Bennett St	**3**	0.30	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	1
S Caswell Ave & W Claude St	**3**	0.30	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	0
Unnamed St & W Tichenor St	**3**	-0.24	8	0	0	0	1	2	2	1	0	0	0	0	0	1	0	0	0	1	0	0
S Willowbrook Ave & W Tichenor St	**3**	-0.10	13	0	0	0	2	1	1	0	1	1	0	0	0	0	0	1	0	0	0	0
S Mayo Ave & E Caldwell St	**3**	-0.18	8	0	0	0	1	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Petrolia Ave & E Alondra Blvd	**3**	-0.24	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0
S Alameda St & E Reeve St	**3**	-0.24	8	0	0	0	1	2	0	1	0	0	2	0	0	0	0	1	0	0	0	1
S Amantha Ave & W Reeve St	**3**	0.12	3	0	0	0	0	3	1	0	0	2	0	0	0	0	0	1	1	0	0	0
S Acacia Ave & W Claude St	**3**	0.12	8	0	0	0	1	2	2	0	0	1	0	0	0	0	0	1	0	0	0	0
S White Ave & E Caldwell St	**3**	-0.18	3	0	0	0	0	3	0	2	0	0	0	0	1	0	0	1	1	0	0	1
S Temple Ave & E Tichenor St	**3**	0.30	8	0	0	0	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0
S Taper Ave & W Cypress St	**3**	0.30	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Corlett Ave & W Cypress St	**3**	0.30	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0
S Acacia Ave & W Reeve St	**3**	0.12	13	0	0	1	0	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & E Raymond St	**3**	0.00	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	1	0	0	0
S Sloan Ave & E Alondra Blvd	**3**	-0.24	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
S Oleander Ave & W Raymond St	**3**	0.30	3	0	0	0	0	3	1	0	1	0	0	1	0	0	0	0	1	0	0	0
S Harlan Ave & W Alondra Blvd	**3**	-0.23	8	0	0	0	1	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0
S Dwight Ave & W Alondra Blvd	**3**	-0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	1	0	0	0
Entrance & W Alondra Blvd	**3**	1.81	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Burris Ave & E Alondra Blvd	**3**	-0.24	3	0	0	0	0	3	1	0	1	1	0	0	0	1	0	1	0	0	0	0
S Stoneacre Ave & E Alondra Blvd	**3**	-0.24	8	0	0	0	1	2	0	0	1	1	0	0	0	0	0	1	1	0	1	0
S Mayo Ave & E Cypress St	**3**	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	2	0	0	1	0
S Crane Ave & E Cypress St	**3**	0.12	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Ward Ave & Unnamed St	**3**	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	0	0	0
S Bradfield Ave & Unnamed St	**3**	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Pannes Ave & E Cypress St	**3**	0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Bowen Ave & E Cypress St	**3**	0.12	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	0	0	0	1	0
S Central Ave & W 155th St	**3**	-0.24	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Tajauta Ave & W 154th St	**3**	-0.19	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Laurel St	**3**	0.12	3	0	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0
S Center Ave & W Laurel St	**3**	-0.18	3	0	0	0	0	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0
S Pannes Ave & E Laurel St	**3**	0.30	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	1	1
N Crane Ave & E Compton Blvd	**3**	-0.24	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
Goleta St & W Compton Blvd	**3**	-0.24	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	2	0	0	0	0
N Kemp Ave & W Magnolia St	**3**	0.12	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Wilmington Ave & W Magnolia St	**3**	-0.17	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	1	0	0	0	0
N Oleander Ave & Alley	**3**	0.30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
N Matthisen Ave & W School St	**3**	0.12	18	0	0	1	1	1	2	1	0	0	0	0	0	0	0	1	1	0	0	0
N Bradfield Ave & E San Marcus St	**3**	-0.13	8	0	0	0	1	2	2	1	0	0	0	0	0	1	0	1	0	0	0	0
N Matthisen Ave & W Palmer St	**3**	0.12	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Oleander Ave & W Palmer St	**3**	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	0	0	0
N Acacia Ave & W Arbutus St	**3**	-0.18	8	0	0	0	1	2	1	1	0	0	0	0	0	1	0	1	0	0	0	0
N Hillford Ave & W Poplar St	**3**	-0.18	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	0	0
N Oleander Ave & W Arbutus St	**3**	0.30	3	0	0	0	0	3	0	2	0	0	0	0	0	0	0	1	0	0	0	0
N Locust Ave & E San Vincente St	**3**	-0.18	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1
N Oleander Ave & W Poplar St	**3**	0.12	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Acacia Ave & W Poplar St	**3**	-0.19	8	0	0	0	1	2	1	1	0	1	0	0	0	0	0	2	0	0	0	1
N Alameda St & E Poplar St	**3**	-0.24	8	0	0	0	1	2	1	1	1	0	0	0	0	0	1	1	0	0	0	0
N Bradfield Ave & E Bales St	**3**	-0.11	13	0	0	1	0	2	0	1	1	0	0	0	0	1	0	0	0	0	0	0
N Cliveden Ave & W Spruce St	**3**	0.30	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	1	1	0	0	0
N Bullis Rd & E Pattie Ct	**3**	-0.21	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	0
N Mayo Ave & E Elm St	**3**	-0.19	13	0	0	1	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0
N Culver Ave & W Cedar St	**3**	0.30	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	1	0	0	0	0
N Alameda St & E Maple St	**3**	-0.24	330	1	1	0	0	1	0	2	0	0	0	0	0	2	0	1	0	0	1	0
N Alameda St & E Spruce St	**3**	-0.24	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	0	0
N Wilmington Ave & W Spruce St	**3**	-0.24	3	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0
S Frailey Ave & E Rosecrans Ave	**3**	-0.22	23	0	0	1	2	0	1	0	1	1	0	0	0	0	1	1	0	1	0	0
Res. Entrance & W Rosecrans Ave	**3**	-0.24	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	0
N Bradfield Ave & E Saunders St	**3**	-0.11	13	0	0	1	0	2	2	0	1	0	0	0	0	0	1	2	1	0	0	0
S Thorson Ave & E Rosecrans Ave	**3**	-0.24	13	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
N Rose Ave & E Rosecrans Ave	**3**	-0.24	18	0	0	1	1	1	1	1	1	0	0	0	0	1	0	1	0	0	0	0
N McDivitt Ave & E Peck St	**3**	0.12	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	0	0	1	0	0
N Willow Ave & E Peck St	**3**	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	1
N Van Ness Ave & E Kay St	**3**	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
N Matthisen Ave & W Plum St	**3**	0.12	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	1	0	0	1	0
N Aranbe Ave & W Plum St	**3**	-0.19	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	1
Unnamed St & E McMillan St	**3**	-0.04	13	0	0	0	2	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Aranbe Ave & W Peach St	**3**	-0.19	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
N Bradfield Ave & E Ezmirlian St	**3**	0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
N Aranbe Ave & W Pear St	**3**	-0.19	8	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0
N Central Ave & W 137th St	**3**	-0.24	13	0	0	1	0	2	0	1	1	1	0	0	0	0	0	1	0	0	0	0
N Paulsen Ave & E Hatchway St	**3**	1.81	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Oleander Ave & E Oris St	**3**	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0
Corlett Ave & Littleton St	**3**	-0.23	18	0	0	0	3	0	0	1	2	0	0	0	0	0	1	3	1	0	0	0
N Alameda St & E Oaks St	**3**	-0.19	13	0	0	0	2	1	1	0	0	0	2	0	0	0	0	1	1	0	0	0
Unnamed St & E Weber Ave	**3**	0.30	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
N Bradfield Ave & E McMillan St	**3**	0.12	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	2	1	0	0	0
Alley & E Oaks St	**3**	0.30	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	1	0	0	0	0
N Parmelee Ave & W 135th St	**3**	-0.03	8	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Grandee Ave & W 134th Pl	**3**	0.12	8	0	0	0	1	2	0	2	1	0	0	0	0	0	0	2	0	0	0	0
N Paulsen Ave & W Shauer St	**3**	0.30	3	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	1	0
N Bradfield Ave & E Killen Pl	**3**	0.12	13	0	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
N Short Ave & E Pine St	**3**	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
N Alameda St & E Euclid Ave	**3**	-0.19	8	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
N Parmelee Ave & W 131st St	**3**	0.03	3	0	0	0	0	3	0	0	1	1	0	0	1	0	0	1	0	0	0	0
N Alameda St & E 125th St	**3**	-0.24	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0

1. Local Critical Crash Rate Differential
2. Equivalent Property Damage Only Crashes

Table 6 – Analysis Rankings: Segments (Collisions Greater than 3 Locations Per Type)

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Principal Arterial																							
Santa Fe Ave	E Alondra Blvd-E Caldwell St	**8**	0.49	23	0	0	0	3	5	1	2	4	0	1	0	0	0	0	3	0	0	0	0
N Long Beach Blvd	E Compton Blvd-E Palmer St	**7**	0.53	32	0	0	1	3	3	1	2	3	0	1	0	0	1	0	1	0	0	0	0
W Alondra Blvd	S Oleander Ave-S Center Ave	**6**	0.37	16	0	0	0	2	4	2	1	1	1	0	0	1	1	0	1	1	0	0	0
N Santa Fe Ave	E Tucker St-E Oaks St	**5**	0.87	15	0	0	1	0	4	0	1	2	2	0	0	0	0	0	1	0	0	0	0
W Alondra Blvd	S Center Ave-S Coral Ave	**4**	0.26	4	0	0	0	0	4	1	0	2	1	0	0	0	0	0	1	1	0	0	0
N Alameda St	E Rosecrans Ave-E Oaks St	**4**	0.46	4	0	0	0	0	4	1	1	1	0	1	0	0	0	0	1	1	0	0	0
W Rosecrans Ave	Central Ave-S Parmelee Ave	**4**	0.18	19	0	0	1	1	2	1	0	1	1	0	1	0	0	0	0	2	0	0	0
W Rosecrans Ave	N Aranbe Ave-N Matthisen Ave	**4**	0.32	24	0	0	1	2	1	0	3	1	0	0	0	0	0	0	0	1	1	0	0
N Central Ave	E El Segundo Blvd-E 131st St	**4**	0.08	19	0	0	1	1	2	0	0	4	0	0	0	0	0	0	2	0	1	0	0
W Alondra Blvd	S Keene Ave-S Aprilia Ave	**3**	0.16	8	0	0	0	1	2	0	1	0	2	0	0	0	0	0	0	0	0	3	1
S Long Beach Blvd	E Myrrh St-E Cypress St	**3**	0.05	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	2	0	0	0	1
S Long Beach Blvd	E Laurel St-E Myrrh St	**3**	0.05	8	0	0	0	1	2	1	0	0	2	0	0	0	0	0	1	0	0	0	1
W Compton Blvd	N Nestor Ave-N Central Ave	**3**	0.06	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	1	0	0	0	0

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
W Compton Blvd	N Wilmington Ave-N Kemp Ave	**3**	0.15	3	0	0	0	0	3	1	0	0	1	1	0	0	0	0	1	1	0	0	0
N Santa Fe Ave	E Palmer St-E Elm St	**3**	0.14	13	0	0	0	2	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0
W Rosecrans Ave	N Wilmington Ave-N Kemp Ave	**3**	0.07	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
W Rosecrans Ave	N Oleander Ave-N Aranbe Ave	**3**	0.11	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	1
Minor Arterial																							
E Artesia Blvd	S Acacia Ave-S Alameda St	**7**	0.02	12	0	0	0	1	6	1	0	4	0	1	0	1	0	0	3	0	0	0	0
S Wilmington Ave	W 156th St-W Alondra Blvd	**6**	0.33	16	0	0	0	2	4	0	1	3	1	1	0	0	0	0	4	0	0	1	1
S Wilmington Ave	W Carob St-W Walnut St	**5**	0.15	10	0	0	0	1	4	0	1	4	0	0	0	0	0	0	3	0	0	0	1
W Greenleaf Blvd	S Center Ave-S Wilmington Ave	**5**	0.79	5	0	0	0	0	5	1	1	2	0	1	0	0	0	0	0	0	0	1	0
W Caldwell St	S Northwood Ave-S Hillford Ave	**4**	0.30	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	E Palmer St-E Elm St	**4**	2.43	4	0	0	0	0	4	2	1	0	0	1	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	W Douglas St-W Winona Ave	**4**	0.51	19	0	0	1	1	2	1	1	1	1	0	0	0	0	0	1	0	0	0	0
W Greenleaf Blvd	S Oleander Ave-S Center Ave	**3**	0.20	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	3	1	0	0	0
W Caldwell St	S Center Ave-S Wilmington Ave	**3**	0.05	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	E Rosecrans Ave-E Winona Ave	**3**	0.01	18	0	0	1	1	1	0	1	1	0	0	0	1	0	1	1	0	0	0	0

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Major Collector																							
S Acacia Ave	W Compton Blvd-W Myrrh St	**6**	1.52	11	0	0	0	1	5	0	3	1	0	0	0	1	2	0	0	0	0	0	0
S Butler Ave	S Harris Ave-E Alondra Blvd	**3**	0.76	3	0	0	0	0	3	0	1	0	1	0	0	1	0	0	2	0	0	0	0
Local																							
El Segundo Blvd	Santa Fe Ave- Peach St	**7**	54.75	17	0	0	0	2	5	1	2	1	2	0	0	1	2	0	1	1	0	2	0
W Carob St	S Acacia Ave-Wilmington Ave	**6**	3.61	180	0	1	0	2	3	1	1	1	3	0	0	0	0	0	1	0	0	0	0
E Tucker St	N Van Ness Ave-N Long Beach Blvd	**6**	7.88	6	0	0	0	0	6	0	3	2	1	0	0	0	0	0	1	0	0	1	0
N Parmelee Ave	W 131st St-el Segundo Blvd	**6**	3.57	16	0	0	0	2	4	1	2	3	0	0	0	0	0	0	5	0	0	1	0
W Artesia Blvd	S Acacia Ave-S Acacia Ave	**5**	0.96	5	0	0	0	0	5	1	2	0	2	0	0	0	0	0	3	0	0	0	0
W Walnut St	S Acacia Ave-S Wilmington Ave	**5**	-0.19	193	0	1	2	1	1	3	0	0	0	0	0	0	1	1	0	0	0	0	1
W Mahalo Pl	Central Ave-Kona Dr	**4**	4.79	9	0	0	0	1	3	1	1	0	1	1	0	0	0	0	0	1	0	0	0
S Atlantic Dr	E Caldwell St-E Greenleaf Blvd	**4**	5.25	4	0	0	0	0	4	0	4	0	0	0	0	0	0	0	1	0	0	0	0
E Weber Ave	Santa Fe Ave-Unnamed St	**4**	27.40	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0
S Mayo Ave	E Compton Blvd-E Laurel St	**3**	7.65	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	1	0
N Rose Ave	E Elm St-E Rosecrans Ave	**3**	4.93	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1
McKinley Ave	E 139th St-E Rosecrans Ave	**3**	3.91	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	1	0	0	0	0

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
W 131st St	Grandee Ave-N Compton Ave	**3**	4.90	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	1	1
W 131st St	N Wilmington Ave-Grandee Ave	**3**	3.53	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
E Euclid Ave	Santa Fe Ave-Unnamed St	**3**	18.45	3	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0

8. Best Practices Evaluation and Emphasis Areas

8.1 Best Practices Evaluation

Table 7 identifies existing plans and policies that were recently completed, or are planned, or on-going within the City of Compton. The intent of this review is to provide an idea of the types of strategies in place or encouraged by the City that may impact the safety analysis process. It will also identify opportunity areas where the City could adopt non-infrastructure countermeasures. This table also ties each topic and enhancement to the emphasis areas that are laid out in **Section 8.2.**

Table 7 – Summary of Program, Policies, and Practices

Topic	Initiatives/ Current Status	Opportunities for Implementation or Enhancement
COMMITTEES / ROLES		
Does the City have an Active Transportation Coordinator?	No	Formalize duties in City Engineer positions
Does the City have a Safety or Active Transportation Advisory Committee?	No	Identify traffic safety issues and meet on regular basis
Does the City have an Active Transportation Safety Education Program?	No	Implement an Active Transportation Safety Education program
POLICY / PLANS		
Does the City have a Complete Streets Plan?	No	Implement a Complete Streets Plan to formalize complete streets policies. 'Complete Streets' are streets that are designed and operated to enable safe usage and support mobility for all users. Develop guidelines for implementation going forward.
Does the City assess Traffic Impact Fees?	Yes	Continue to assess Development Impact Fees and use proceeds for traffic safety improvements
Does the City have a Safe Routes to School program?	Yes	Implement a Safe Routes to School program to reflect changing trends
Does the City implement Traffic Calming Policies?	Yes	Formalize Traffic Calming Policies and implement where appropriate

Does the City regularly conduct Speed Surveys?	Yes	Continue to conduct speed surveys every 7 years as required by the CA MUTCD
Does the City utilized Warrants for Stop Signs and Signals?	Yes	Continue to utilize warrants for stop signs and signals
Is the City planning for Density and Walkable Areas?	Downtown Specific Plan	Consider updating general plan and zoning to allow for high density and additional mixed-use developments
Does the City have Transportation Demand Management (TDM) or Vehicle Miles Travelled (VMT) Reduction policies?	No	Implement TDM and VMT policies
Does the City perform Traffic Crash Monitoring?	No	Regularly monitor crash data to identify any trends or hotspots
Does the City have an Active Transportation Master Plan?	No	Consider creating an Active Transportation Master Plan
Does the City have MUTCD-compliant Pedestrian Signal Timing?	Yes	Continue to implement MUTCD compliant pedestrian signal timing where appropriate
Does the City implement Crosswalks at high pedestrian locations?	Yes	Continue to implement crosswalks at high pedestrian volume locations as trends change
What type of traffic enforcement does the City conduct?	Sheriff Department	Continue to enforce traffic laws in collision and aggressive driving hotspots
What is the City's Bicycle Policy?	Bicycle master Plan	Continue to implement bicycle master plan and update plan as needed
What types of transit does the City have?	Renaissance Transit System and Dial A Ride Service	Coordinate with transit agencies to identify any transit-related improvements to traffic safety
What types of wayfinding does the City have?	Currently have grants to install wayfinding signage	Identify areas where wayfinding signage could contribute to increased roadway safety
DATA COLLECTION / INVENTORY		
Does the City have an Inventory of Pedestrian Signs and Signals?	No	Create GIS database of pedestrian signals and signs

Does the City have an Inventory/Mapping of Active Transportation Routes?	No	Implement regular updated inventory; assemble in GIS if appropriate
Does the City utilize Crossroads Database for collisions?	No	Utilize Crossroads database and regularly update
Does the City have Active Transportation Volume Counting?	No	Implement Active Transportation Volume counting at key locations to gauge active transportation usage
COORDINATION / FEEDBACK		
What ways can citizens give feedback about roadway safety?	City App, City's Website, and social media platforms	Continue to solicit citizen feedback on traffic safety and transportation planning efforts
What types of Coordination with other City organization does your department perform?	Gateway Cities	Continue coordinating with development department and other City departments
What types of School Engagement does the City perform?	None	Identify areas of coordination with local schools
What types of Law Enforcement/Emergency Service Engagement does the City perform?	Gun Buy Back, Catalytic Converter Program	Continue to identify areas of coordination with police and fire department

8.2 Emphasis Areas

Emphasis areas represent crash factors that are common in the City and provide the opportunity to reduce the largest number of traffic injuries with strategic investment. Emphasis areas were developed by revisiting the vision and goals of this planning process and comparing them with the trends and patterns identified in the crash analysis.

8.2.1 Emphasis Area #1: Intersection Improvements

Description: Collisions involved at intersections, interchanges, and other roadway access. About 93% of total of collisions took place at or near intersections. 37.8% of the fatal and severe injury collisions in Compton involved intersections, compared to 23.6% statewide.

Goals for Emphasis Area #1:

- Reduce the number of crashes at intersections, interchanges, and other roadway access.
- Identify hot spots and prioritize locations for intersection improvements.
- Apply for funding and implement countermeasures to address collisions at intersections for improvement.

Strategies for Emphasis Area #1:

- Engineering improvements are not limited but could include backplates with reflective borders, left-and right turn lanes at two-way controlled intersections, and protected left-turn movements.

These strategies can be implemented by the City with assistance from emergency services and community organization. Funding sources for these strategies may include HSIP,OTS, and SB1 grant programs.

8.2.2 Emphasis Area #2: Aggressive Driving

Description: Aggressive driving, as defined by the Caltrans SHSP, includes several behaviors including speeding, tailgating, and ignoring traffic signals and signs. Aggressive driving behaviors (unsafe speed or following too closely) accounted for 33 percent of collisions. 2 percent of these collisions resulted in a severe injury, 97 percent of these collisions resulted in some other form of injury.

Goal for Emphasis Area #2:

- Reduce the number of crashes due to aggressive driving in the city
- Identify hot spots and priority corridors for aggressive driving
- Apply for funding and implement countermeasures to address aggressive driving

Strategies for Emphasis Area #2:

- Educational campaign to target aggressive drivers
- Increased law enforcement presence near aggressive driving hotspots
- Increased coordination with law enforcement and other community organizations

These strategies will be implemented by the City, while partnering with Caltrans, Southern California Association of Governments (SCAG), California Highway Patrol (CHP), and other community partners. Funding sources for these strategies may include HSIP, Active Transportation Program (ATP), OTS, SB 1, and SS4A grant programs.

8.2.3 Emphasis Area #3: Young Drivers

Description: 7% of all collisions within the study period occurred with drivers between 16 and 20 years old. 0.02 % of these collisions resulted in fatalities and in severe injuries. 97% resulted in some other form of injury.

Goal for Emphasis Area #3:

- Reduce the number of collisions to drivers 25 years of age or younger.
- Promote safe behavior that further reduce fatalities and injuries among young drivers.
- Apply for funding and implement countermeasures to improve the education and skills of young drivers.

Strategies for Emphasis Area #3:

- Identify hot spots and identify types of crashes involving young drivers.
- Develop and implement programs that provide education and awareness through high school and driver's education programs.

These strategies can be implemented by the City with assistance from emergency services and community organizations. Funding sources for these strategies may include HSIP, OTS, and SB1 grant programs.

8.2.4 Emphasis Area #4: Pedestrians

Description: Pedestrians and bicyclists are classified by Caltrans as vulnerable users, meaning they possess the highest potential for severe harm during a crash. These groups need appropriate infrastructure to travel to key destinations such as schools, workplaces, and core commercial areas. The City's Circulation element lays out plans and standards for non-motorized transportation. Of the 394 crashes involving vulnerable road users, 28 resulted in a fatal injury and 33 resulted in a severe injury. The City should aim to implement countermeasures to further protect these users from injury.

Goal for Emphasis Area #4:

- Reduce the number of collisions involving vulnerable road users.
- Identify hot spots and priority corridors for vulnerable road user collisions.
- Apply for funding and implement countermeasures to address pedestrian and bicyclist collisions

Strategies for Emphasis Area #4:

- Implement pedestrian and bicycle countermeasures/improvements at key locations
- Install active transportation counters to identify high volume locations and implement infrastructure improvements at these locations
- Establish education and training programs to improve vulnerable road user safety citywide.

These strategies will be implemented by the City, while partnering with Caltrans, Southern California Association of Governments (SCAG), California Highway Patrol (CHP), and other

community partners. Funding sources for these strategies may include HSIP, Active Transportation Program (ATP), OTS, SB 1, and SS4A grant programs.

9. Potential Improvements and Countermeasure Toolbox

This section provides information on general identified issues, crash reduction factors, improvements, and countermeasures identified for the City of Compton, as well as for specific project locations identified as part of this analysis. Countermeasures for each of the Safety Project Case Studies are based on data analysis, stakeholder input, and site visits.

9.1 Infrastructure Improvements

9.1.1 Countermeasure Selection Process

Part D of the HSM provides information on CMFs for roadway segments, intersections, interchanges, special facilities, and road networks. CMFs are used to estimate the safety effects of highway improvements, specifically to compare and select highway safety improvements. A CMF less than 1.0 indicates that a treatment has the potential to reduce crashes. A CMF greater than 1.0 indicates that a treatment has the potential to increase crashes. A Crash Reduction Factor (CRF) is directly connected to the CMF and is "mathematically defined as (1 – CMF) (the higher the CRF, the greater the expected reduction in crashes) [4]." CMFs can help decision makers weigh potential alternative projects, but are only one measure of a project's value and should be considered part of a larger decision making process. Furthermore, it is important to note that not all CMFs are as reliable as others. The FHWA maintains a federal depository of CMFs and includes a star rating system to help users determine which CMFs are bolstered by the best and most thorough research. Key factors to consider when applying CMFs include:

1. Selection of an appropriate CMF;
2. Estimation of crashes without treatment;
3. Application of CMFs by type and severity; and,
4. Estimation of the combined effect for multiple treatments.

Examples of Safety Countermeasures can be found through several sources. This Report utilizes the countermeasures found in the California LRSM and the CMF Clearinghouse (CMF CH) website. Countermeasures for each of the Safety Project Case Studies are based on the data analysis and site visits. Additional countermeasures were identified for the high-level issues on a city-wide level and are discussed in **Section 9.2.**

[4] Local Roadway Safety Manual (Version 1.5) 2020. Page 27.

9.1.2 Safety Project Case Studies

From the city-wide analysis, eleven (10) project case study locations were selected for further evaluation and countermeasure development. For each of these locations, Safety Project Case Studies were developed to provide a balanced understanding of common safety patterns at a variety of location types that can be used to associate countermeasures with specific roadway configurations and conditions. These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

A Safety Project Case Study was developed for each of the following locations:

1. Roadway Segment: Acacia Ave – Compton Bl to Myrrh St
2. Signalized Intersection: Central Ave & Compton Blvd
3. Roadway Segment: Caldwell St – Northwood Ave to Hillford Ave
4. Roadway Segment: Carob St – Acacia Ave to Wilmington Ave
5. Unsignalized Intersection: S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park
6. Signalized Intersection: Long Beach Blvd & Compton Blvd
7. Signalized Intersection: Long Beach Blvd & Rosecrans Ave
8. Signalized Intersection: Alameda St & Elm St
9. Roadway Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave
10. Roadway Segment: El Segundo Blvd: Santa Fe Ave to Peach St

The following pages summarize conditions at each location, and potentially beneficial countermeasures. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. These case study sheets can also be used to position the City for future grant funding opportunities.

The potential benefit of each countermeasure was calculated using each countermeasure's Crash Reduction Factor (CRF) and the latest Caltrans injury level cost data. Fatal and severe injury collisions are estimated at $2.19 million, Other Visible Injury collisions at $142,300, Complaint of Pain collision at $80,900, and Property Damage Only collisions at $13,300. The 5-year benefit is extrapolated out to a 20-year safety benefit.

The 20-year safety benefit was then compared to the 20-year cost estimates, which is used to calculate a benefit-cost ratio. The benefit-cost ratio can be used to compare different countermeasures for their effectiveness and competitiveness for grant funding.

Case Study Sheet: Location #1

Project Name: Compton LRSP
Agency Name: City of Compton

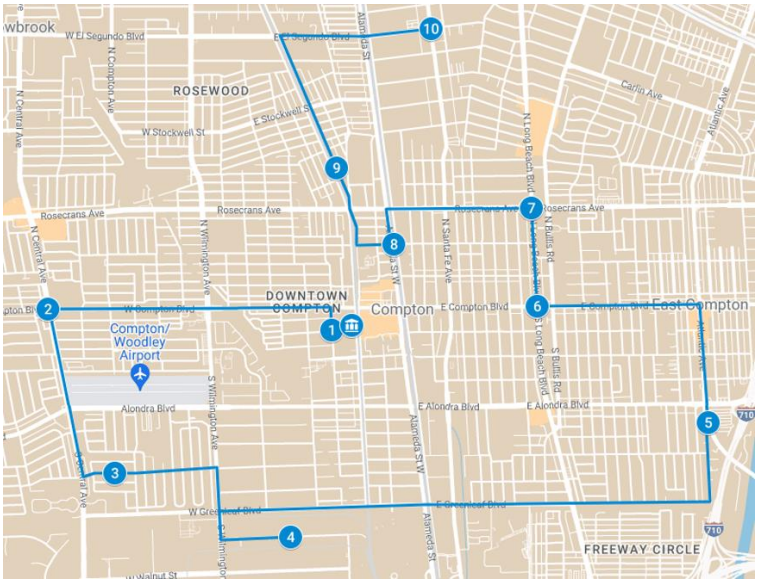
Prepared by: Kimley-Horn
Date: January 2023

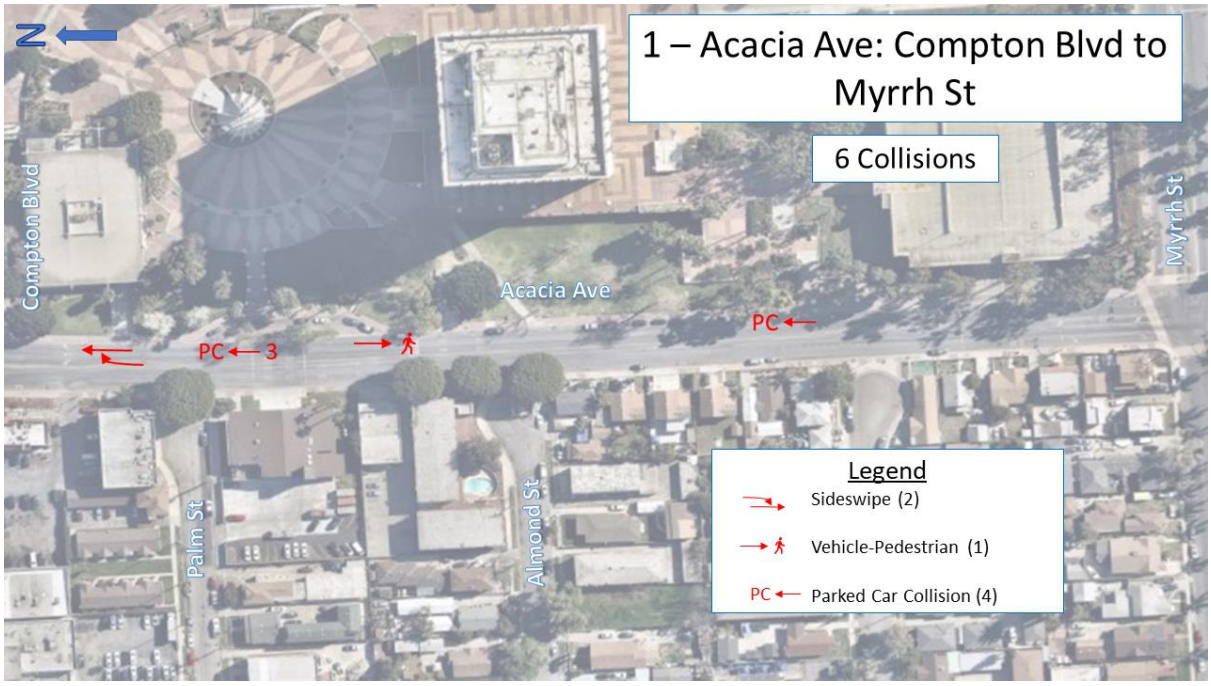
ROADWAY SEGMENT

Project Location, Description & Maps

Segment: Acacia Ave: Compton Blvd to Myrrh St

Example of Similar Segments: Compton Blvd: Wilmington Ave to Aranbe Ave





Kimley»Horn

Case Study Sheet: Location #1

Project Location, Description & Maps

Collision Data	
Total Collisions	6
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (50%) Rear-End (17%) Vehicle-pedestrian (17%)
Dark Collisions	0
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	6,000
Lighting	Well-lit
Median	Solid double yellow line
Highest Posted Speed Limit	No posted speed limit – prima facie 25 mph speed limit

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
4	2	0

Field Visit Notes

- High no. of parked car collisions
- Courthouse and city hall area attracts people looking to park or drop off/pick up others
- Generally low vehicles volumes
- 1-hour parking in the turnout at the northern end is heavily used, as well as street curb space
- Turnout has very narrow space for non-parked vehicles
- Marked & signed mid-block crosswalk, painted white, with no other warning devices in place
- New Compton High School to the south

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R28: Install edge-lines and centerlines	25%	$36,850	$17,500	2.11
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	$4,655	$15,000	0.31

Case Study Sheet: Location #2

Project Name: Compton LRSP
Agency Name: City of Compton

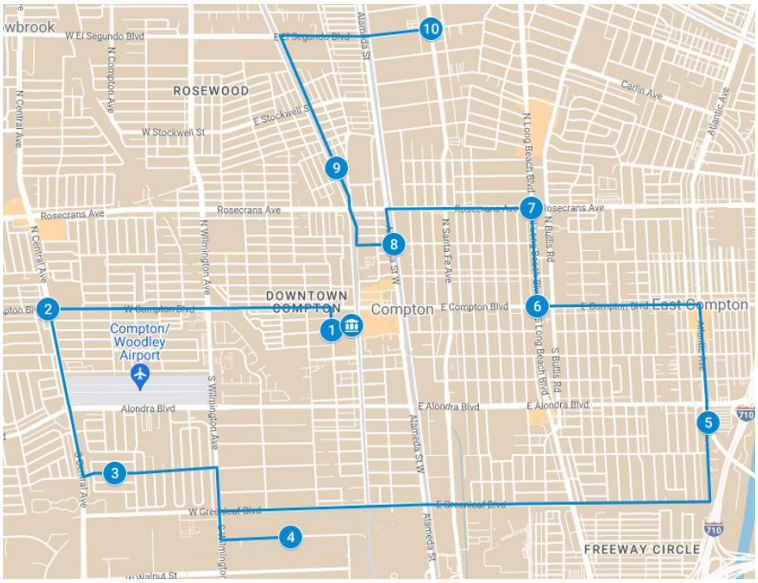
Prepared by: Kimley-Horn
Date: January 2023

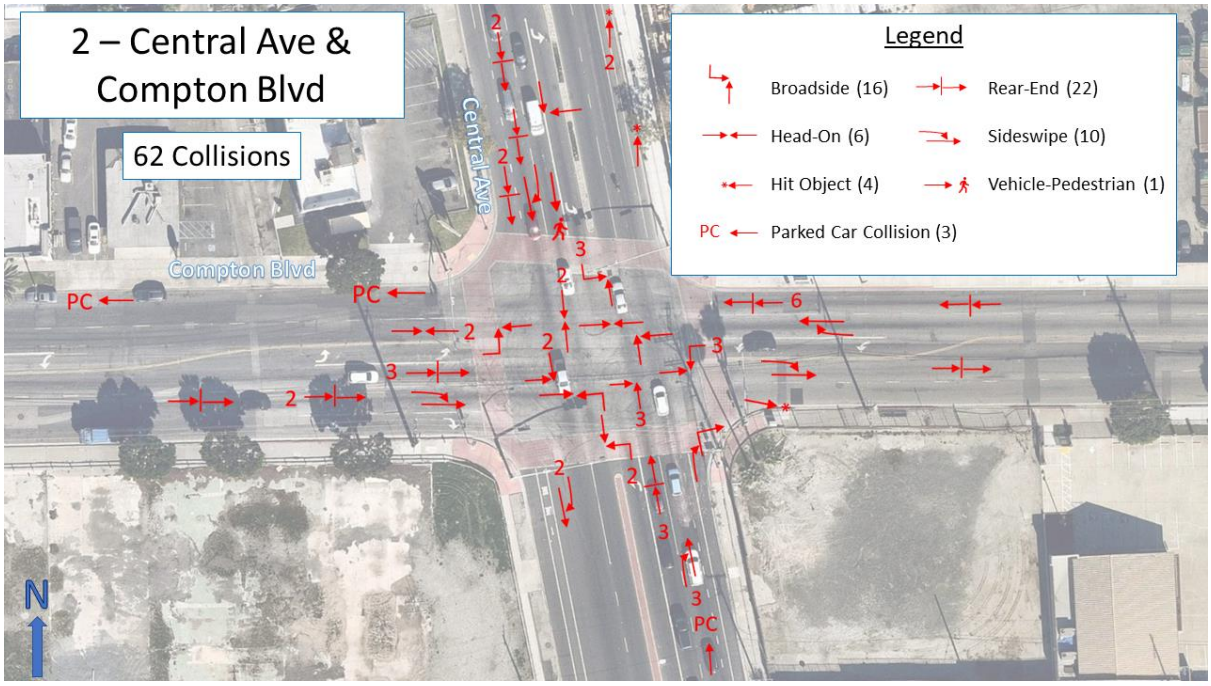
SIGNALIZED INTERSECTION

Project Location, Description & Maps

Intersection: Central Ave and Compton Blvd

Example of Similar Intersections: Central Ave and Rosecrans Ave; Santa Fe Ave and Rosecrans Ave





Kimley»Horn

Case Study Sheet: Location #2

Project Location, Description & Maps

Collision Data	
Total Collisions	62
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Rear-end (35%) Broadside (26%) Sideswipe (19%)
Dark Collisions	18
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	24,940
Crosswalk Condition	Good
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
61	1	0

Field Visit Notes

- High no. of rear-end, broadside, and sideswipe collisions
- Good lighting
- Housing development under construction in northeast corner
- Median project in development on Compton Blvd
- Bike lanes on Central Ave
- Protected-permissive left turn phasing in all directions
- Parking permitted on northwestern curb of Compton Blvd near intersection
- High speeds

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S07: Provide protected left turn phase (left turn lane already exists)	30%	$570,000	$8,000	71.25
S03: Improve signal timing (coordination, phases, red, yellow, or operation)	15%	$285,000	$7,000	40.71

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ration
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	$285,000	$12,000	23.75
R26: Install dynamic/variable speed warning signs	30%	$570,000	$32,000	17.81
S21PB: Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	60%	$48,540	$8,000	6.07
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	$28,315	$80,000	0.35

Case Study Sheet: Location #3

Project Name: Compton LRSP
Agency Name: City of Compton

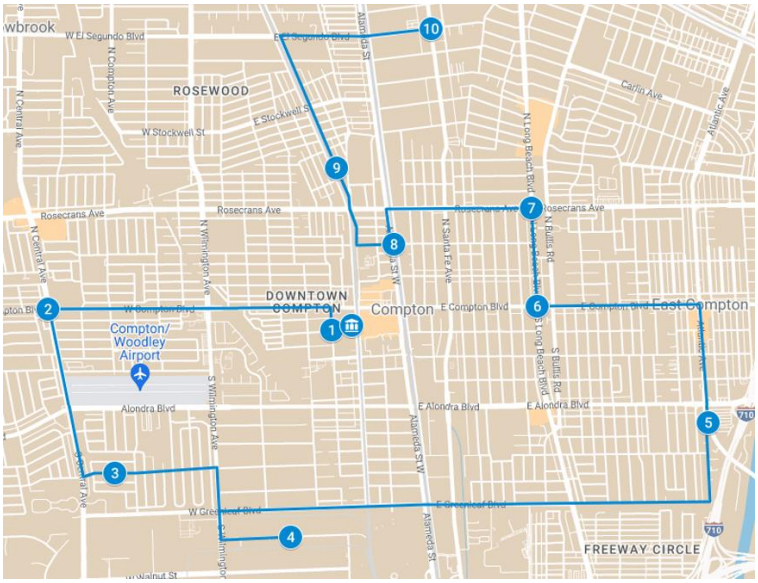
Prepared by: Kimley-Horn
Date: January 2023

ROADWAY SEGMENT

Project Location, Description & Maps

Segment: Caldwell St: Northwood Ave to Hillford Ave

Example of Similar Segments: Tajauta Ave: Spruce St to Poplar St



Kimley»Horn

Case Study Sheet: Location #3

Project Location, Description & Maps

Collision Data	
Total Collisions	4
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (50%) Broadside (25%) Rear-End (25%)
Dark Collisions	2
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	11,875
Lighting	Well-lit
Median	Dashed single yellow line
Highest Posted Speed Limit	No posted speed limit – prima facie 25 mph speed limit

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
4	0	0

Field Visit Notes

- 25 mph limit, unsigned
- Speeding observed here
- Stop-controlled intersections
- No speed humps on Caldwell St due to status as collector
- Speed humps on nearby non-collector streets

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R26: Install dynamic/variable speed warning signs	30%	$36,240	$32,000	1.13
R28: Install edge-lines and centerlines	25%	$30,200	$28,000	1.08
NS05mr: Convert intersection to mini-roundabout	30%	$36,240	$100,000	0.36
R01: Add segment lighting	35%	$42,280	$360,000	0.12

Case Study Sheet: Location #4

Project Name: Compton LRSP
Agency Name: City of Compton

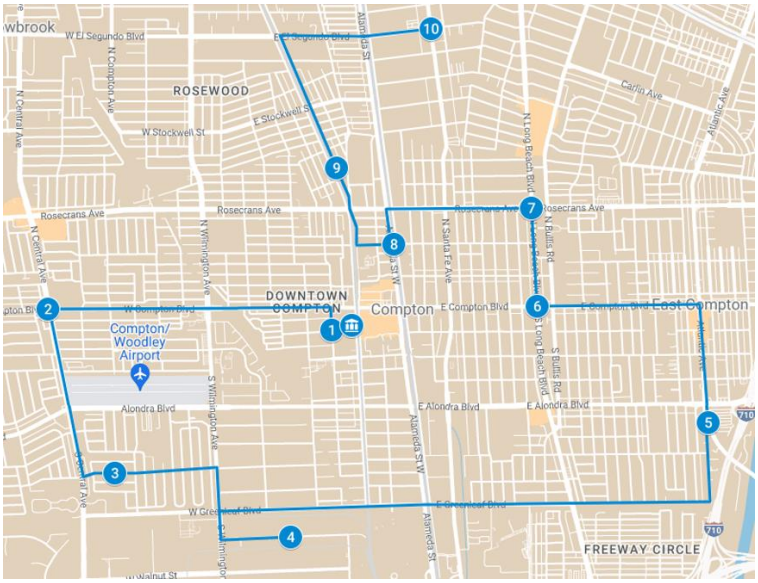
Prepared by: Kimley-Horn
Date: January 2023

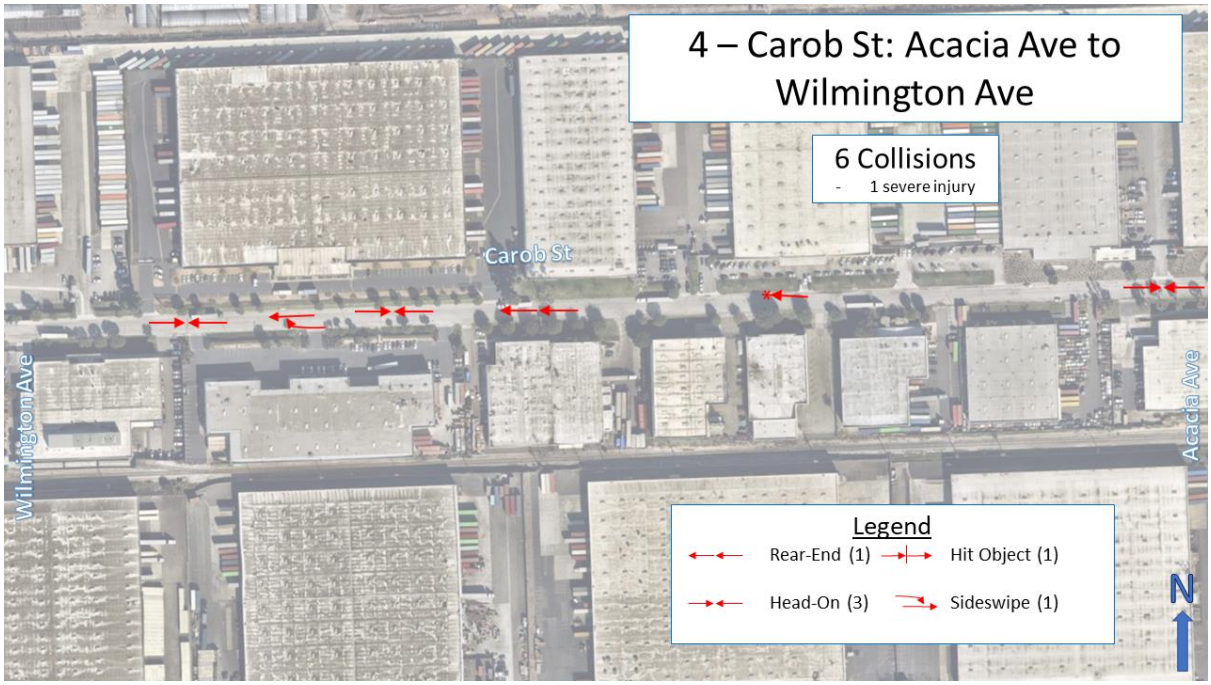
ROADWAY SEGMENT

Project Location, Description & Maps

Segment: Carob St: Acacia Ave to Wilmington Ave

Example of Similar Segments: Manville St: Acacia Ave to Wilmington Ave; Kona Dr: Central Ave to Mahalo Pl





Kimley»Horn

Case Study Sheet: Location #4

Project Location, Description & Maps

Collision Data	
Total Collisions	6
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Head-on (50%) Sideswipe (17%) Rear-end (17%) Hit object (17%)
Dark Collisions	1
Impaired Collisions	2

Collision Data	
Average Daily Traffic (ADT)	1,000
Lighting	Well-lit
Median	None
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
6	0	0

Field Visit Notes

- Industrial, truck traffic
- One lane in each direction
- No striping (including no yellow striping to separate directions of travel)
- No parking any time on entire street (signed only, no red curb), not well followed or enforced
- Wide street

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R26: Install dynamic/variable speed warning signs	30%	$717,510	$32,000	22.42
R28: Install edge-lines and centerlines	25%	$597,925	$91,000	6.57

Case Study Sheet: Location #5

Project Name: Compton LRSP
Agency Name: City of Compton

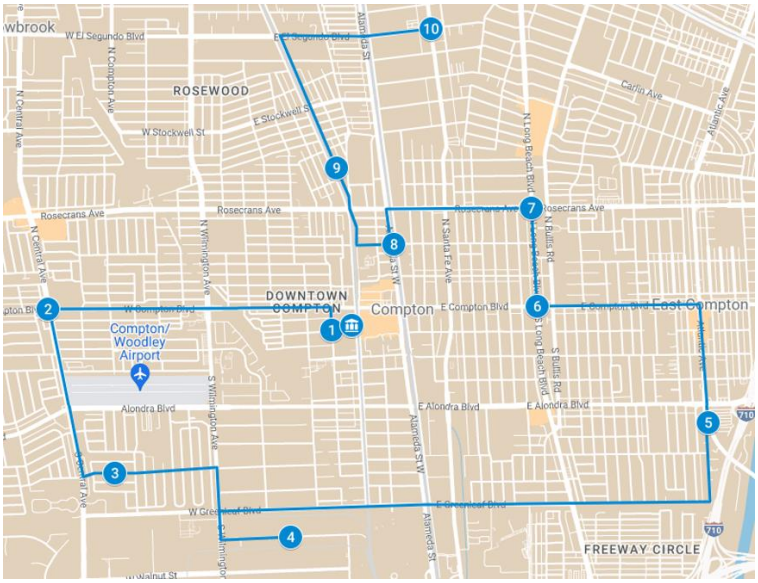
Prepared by: Kimley-Horn
Date: January 2023

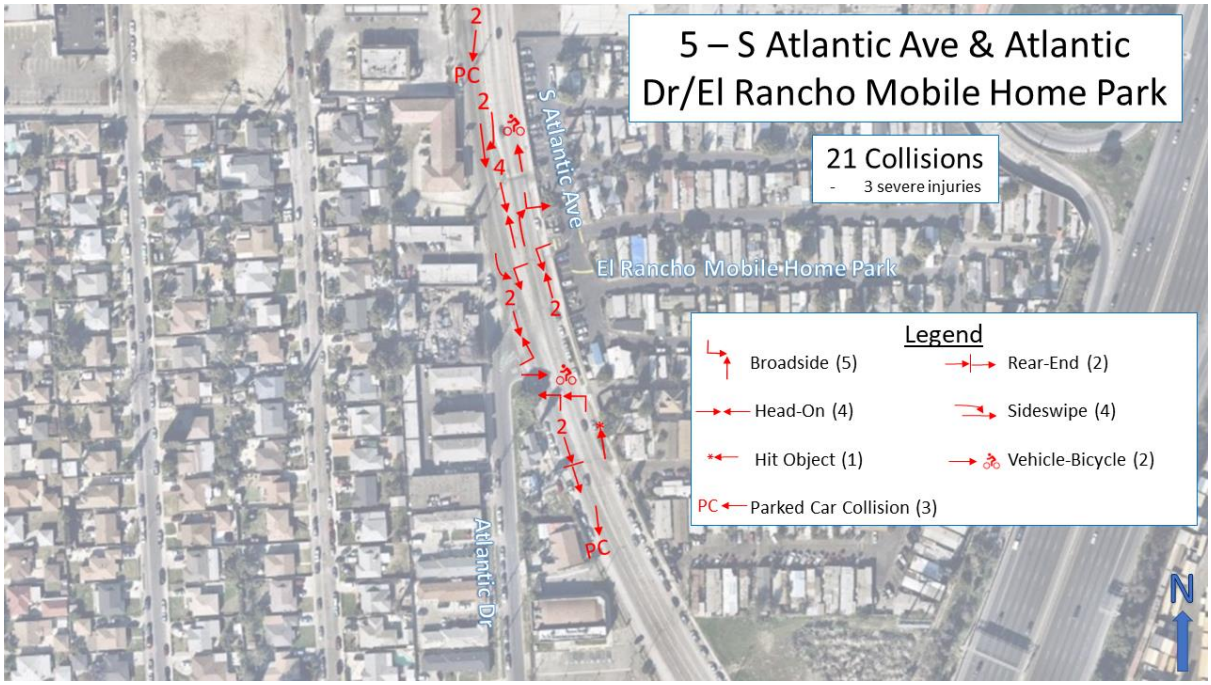
TWO-WAY-STOP INTERSECTION

Project Location, Description & Maps

Intersection: Atlantic Ave and Atlantic Dr/El Rancho Mobile Home Park

Example of Similar Intersections: Wilmington Ave & 138th St; Long Beach Bl & Cypress St





Kimley»Horn

Case Study Sheet: Location #5

Project Location, Description & Maps

Collision Data	
Total Collisions	21
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (29%) Head-on (19%) Sideswipe (19%)
Dark Collisions	9
Impaired Collisions	0

Collision Data	
Number of Approaches	4
Total Entering Vehicles	13,715
Crosswalk Condition	None
Control Type	Stop signs on minor approaches
Lighting	Poorly-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
19	0	2

Field Visit Notes

- No parking (red curb) on most of Atlantic Ave between Alondra Blvd and Atlantic Dr, not well enforced
- Speeding
- Stop sign on northbound Atlantic Dr, otherwise uncontrolled
- Many left turns, right turns, and U-turns in all directions
- No raised median near Atlantic Dr and Mobile Home Park intersections; left turns permitted

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
NS01: Add intersection lighting	40%	$2,886,000	$28,000	103.07
NS14: Install raised median on approaches	25%	$1,803,750	$22,000	81.99

Case Study Sheet: Location #6

Project Name: Compton LRSP
Agency Name: City of Compton

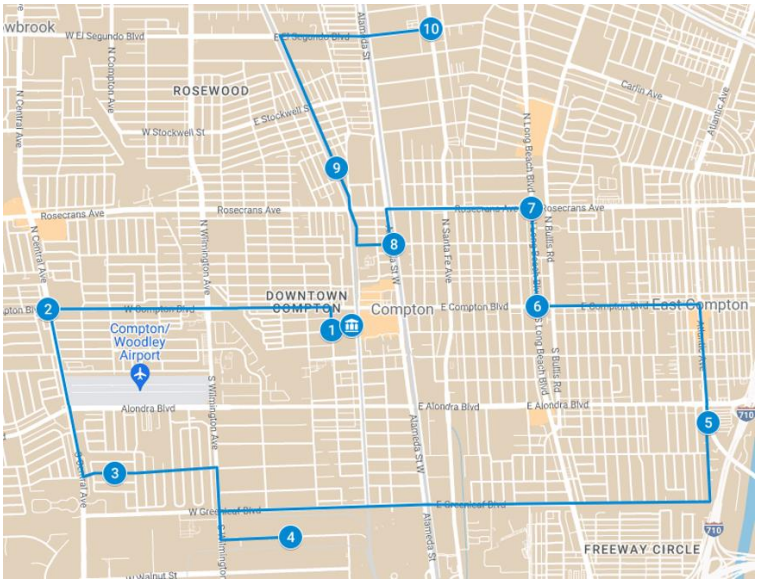
Prepared by: Kimley-Horn
Date: January 2023

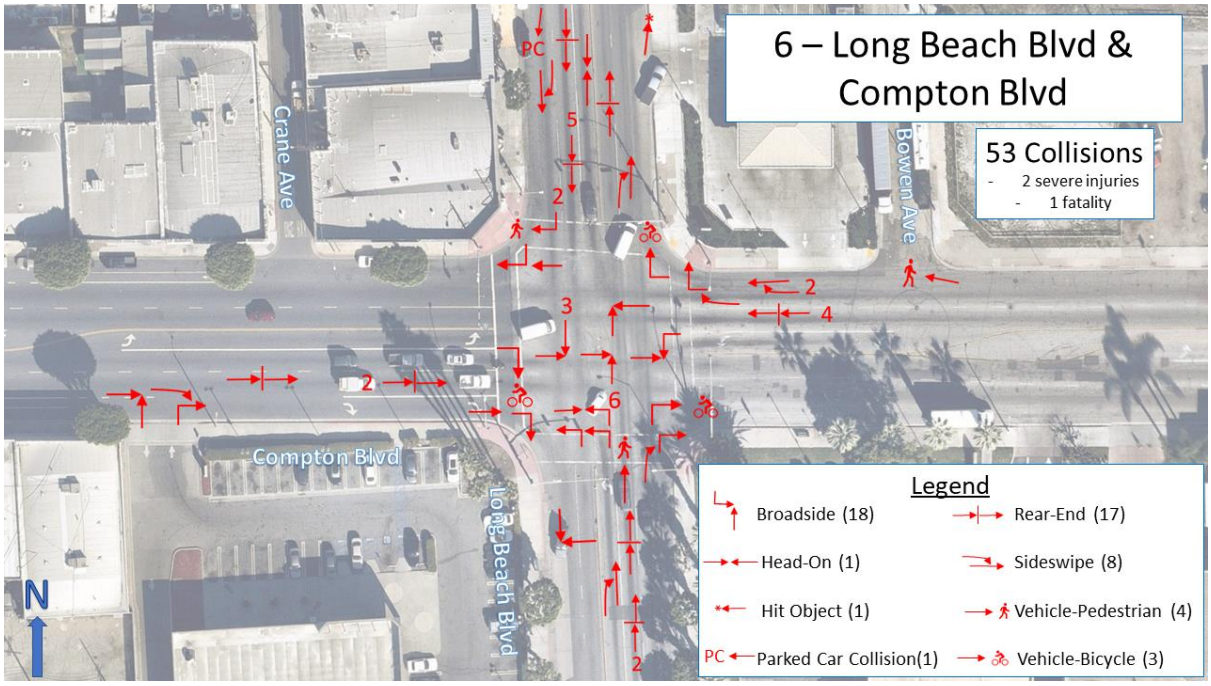
SIGNALIZED INTERSECTION

Project Location, Description & Maps

Intersection: Long Beach Blvd and Compton Blvd

Example of Similar Intersections: Long Beach Blvd and Alondra Blvd; Santa Fe Ave and Compton Blvd





Kimley»Horn

Case Study Sheet: Location #6

Project Location, Description & Maps

Collision Data	
Total Collisions	53
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (40%) Rear-end (32%) Sideswipe (17%)
Dark Collisions	14
Impaired Collisions	4

Collision Data	
Number of Approaches	4
Total Entering Vehicles	51,548
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
47	3	3

Field Visit Notes

- Park nearby
- High no. of broadside and rear-end collisions
- Protected-only left turn phasing in all directions
- Busy intersection
- 35 mph limit on Long Beach Blvd, 30 mph limit on Compton Blvd
- Observed one vehicle traveling at 50 mph on Long Beach Blvd
- Street takeovers

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	$937,410	$12,000	78.12
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	$163,065	$60,000	2.72

Case Study Sheet: Location #7

Project Name: Compton LRSP
Agency Name: City of Compton

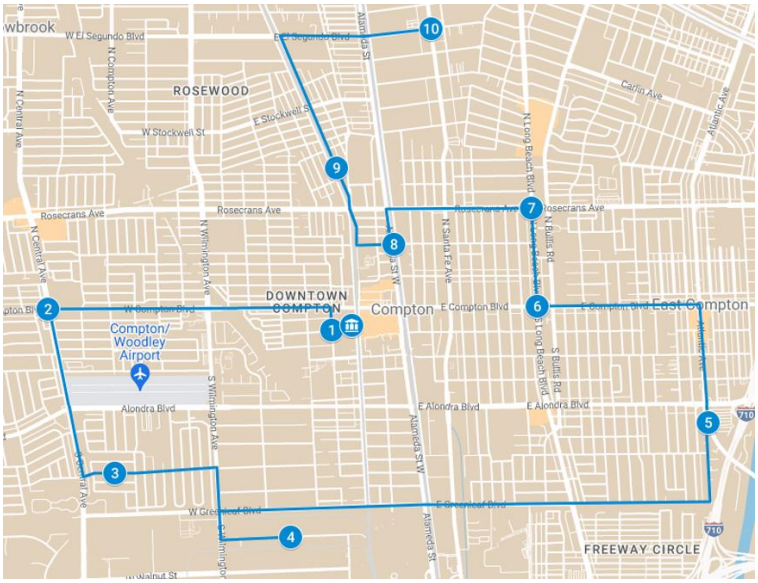
Prepared by: Kimley-Horn
Date: January 2023

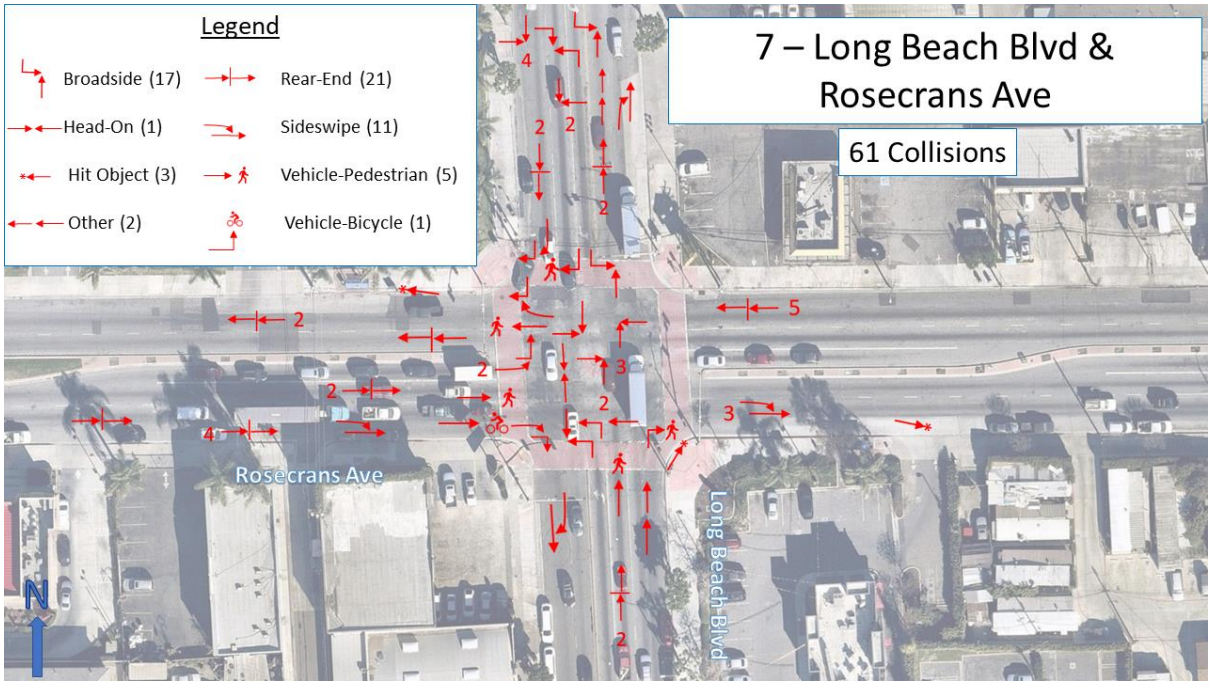
SIGNALIZED INTERSECTION

Project Location, Description & Maps

Intersection: Long Beach Blvd and Rosecrans Ave

Example of Similar Intersections: Santa Fe Ave and Rosecrans Ave; Long Beach Blvd and Alondra Blvd





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Case Study Sheet: Location #7

Project Location, Description & Maps

Collision Data	
Total Collisions	61
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Rear-end (34%) Broadside (30%) Sideswipe (18%)
Dark Collisions	17
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	61,718
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
54	6	1

Field Visit Notes

- High no. of broadside and rear-end collisions
- Protected-only left turn phasing in all directions
- Busy intersection
- Street takeovers
- Rosecrans Ave county rehab project in development
- High traffic entering driveway on Rosecrans Ave in the northwestern corner; conflicts with bus stop

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	$321,705	$12,000	26.81
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	$167,720	$60,000	2.80

Case Study Sheet: Location #8

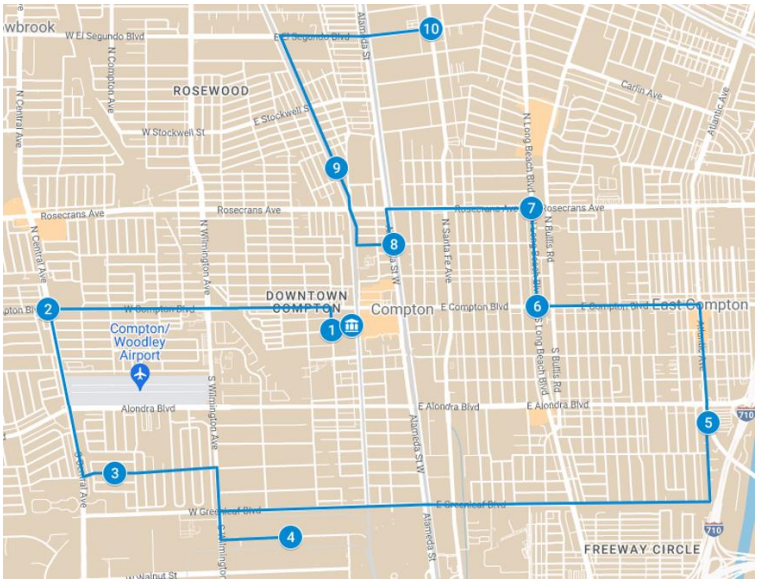
Project Name: Compton LRSP
Agency Name: City of Compton

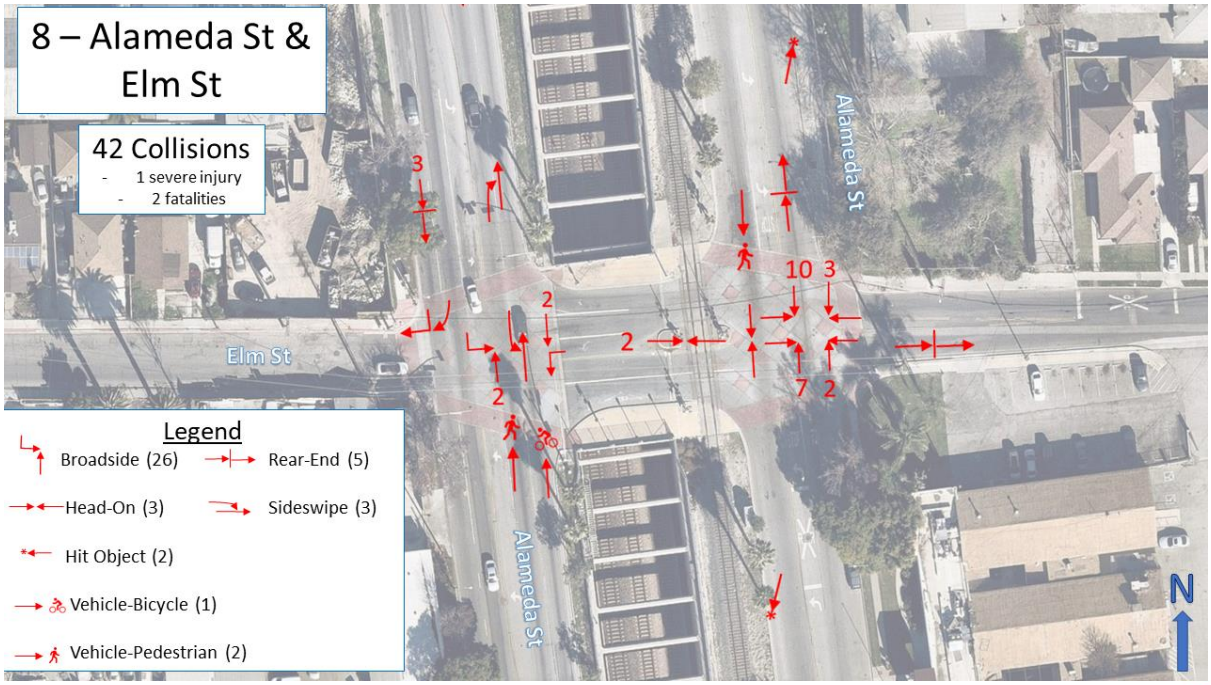
Prepared by: Kimley-Horn
Date: January 2023

SIGNALIZED & UNSIGNALIZED INTERSECTION

Project Location, Description & Maps

Intersection: Alameda St and Elm St
Example of Similar Intersections: Alameda St and Weber Ave; Alameda St and El Segundo Blvd





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Case Study Sheet: Location #8

Project Location, Description & Maps

Collision Data	
Total Collisions	42
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (57%) Rear-end (12%) Head-on (7%) Sideswipe (7%)
Dark Collisions	14
Impaired Collisions	0

Collision Data	
Number of Approaches	6
Total Entering Vehicles	30,718
Crosswalk Condition	Good
Control Type	Signalized at Alameda West, stop-controlled at Alameda East
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
39	2	1

Field Visit Notes

- High no. of broadside collisions, especially at east intersection
- West intersection is signalized, east intersection is not
- East intersection has stop signs in all directions except eastbound; may cause confusion but is important because of the proximity of the west intersection
- Street rehab & signage project is in development; both intersections will be redone
- Industrial/truck-heavy area to the north
- Alameda corridor

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
NS06: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	15%	$586,035	$8,000	73.25
NS08: Install Flashing Beacons at Stop-Controlled Intersections	15%	$586,035	$10,000	58.60

Case Study Sheet: Location #9

Project Name: Compton LRSP
Agency Name: City of Compton

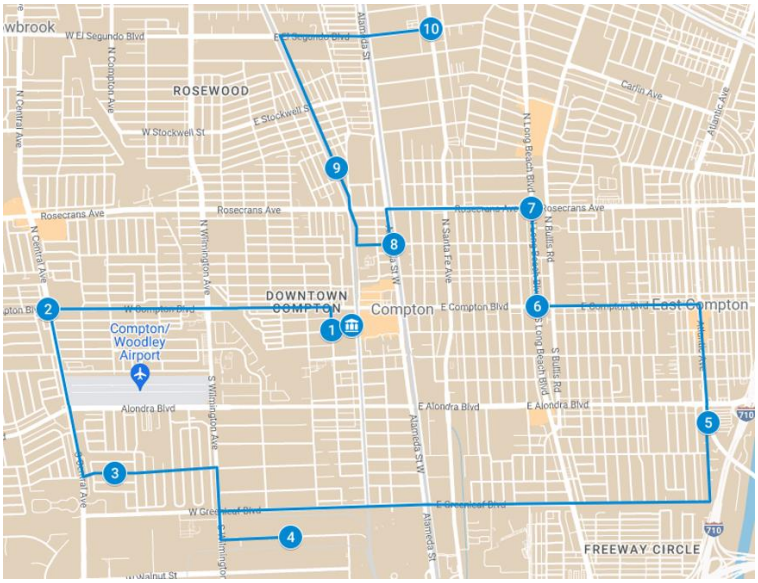
Prepared by: Kimley-Horn
Date: January 2023

ROADWAY SEGMENT

Project Location, Description & Maps

Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave

Example of Similar Segments: Willowbrook Ave: 130th St to Lucien St; Willowbrook Ave: Bennett St to Greenleaf Blvd



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Case Study Sheet: Location #9

Project Location, Description & Maps

Collision Data	
Total Collisions	3
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (33%) Vehicle-bicycle (33%) Other (33%)
Dark Collisions	0
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	11,875
Lighting	Fair
Median	Dashed single yellow line
Highest Posted Speed Limit	25

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
2	0	1

Field Visit Notes

- Narrow street with one lane in each direction and parking only on side of street adjacent to residences
- One-way street in the past
- 25 mph limit; speeding observed, up to 45 mph
- Parallel Willowbrook Ave may confuse drivers in regard to navigation

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R22: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	15%	$35,475	$3,000	11.83
R28: Install edge-lines and centerlines	25%	$59,125	$59,500	0.99

Case Study Sheet: Location #10

Project Name: Compton LRSP
Agency Name: City of Compton

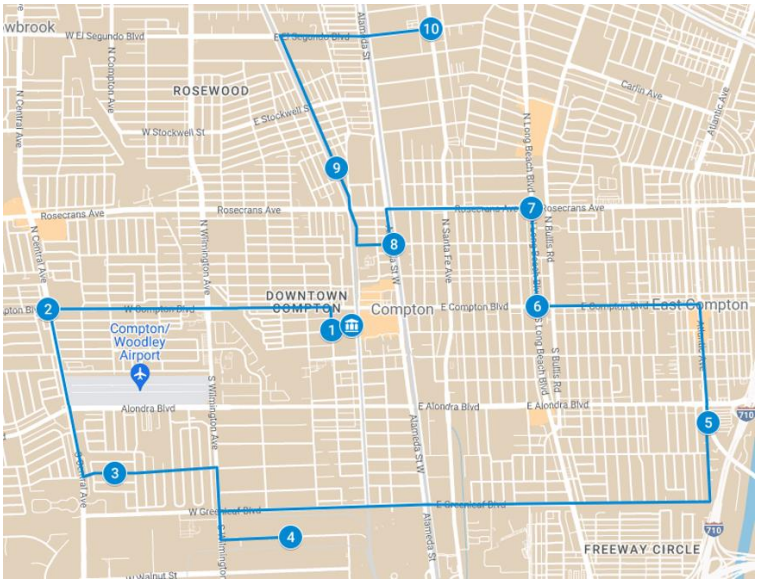
Prepared by: Kimley-Horn
Date: January 2023

ROADWAY SEGMENT

Project Location, Description & Maps

Segment: El Segundo Blvd: Santa Fe Ave to Peach St

Example of Similar Segments: Acacia Ave: Alondra Blvd to Raymond St; Caldwell St: Wilmington Ave to Exmoor Ave



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Case Study Sheet: Location #10

Project Location, Description & Maps

Collision Data	
Total Collisions	7
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Head-on (29%) Rear-end, sideswipe, hit object, vehicle-pedestrian, parked car (14%)
Dark Collisions	3
Impaired Collisions	1

Collision Data	
Average Daily Traffic (ADT)	1,000
Lighting	Well-lit
Median	Solid double yellow line, dashed single yellow line
Highest Posted Speed Limit	25

Collisions Involved With		
Vehicular	**Pedestrian**	**Bicycle**
5	2	0

Field Visit Notes

- Permissive-only left turn phasing in all directions
- Faded striping on El Segundo Blvd
- Borders city of Lynwood (Santa Fe Ave is the border, with Compton to the west and Lynwood to the east)
- Bott's dots used in place of striping on Santa Fe Ave

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R33PB: Install Separated Bike Lanes	45%	$72,810	$5,000	14.56
R32PB: Install bike lanes	35%	$56,630	$5,000	11.33
R28: Install edge-lines and centerlines	25%	$57,075	$7,000	8.15

9.2 City-wide Countermeasure Toolbox

This evaluation considered citywide trends to identify countermeasures that would likely provide the most benefit with widespread implementation. **Table 8** outlines the citywide safety project opportunities, which is also referred to as the "Countermeasure Toolbox". Within the toolbox, the description of the countermeasure along with its Local Roadway Safety Manual (LRSM) ID number is listed. The next column, Crash Reduction Factor (CRF), are "multiplicative factors used to estimate the expected reduction in number of crashes after implementing a given countermeasure at a specific site (the higher the CRF, the greater the expected reduction in crashes)." For each of these countermeasures, a planning level benefit/cost analysis was completed.

Applying the benefit/cost at the citywide level was estimated assuming some randomness in crash distribution. The location characteristics, such as whether there is a traffic signal, and the type of crashes, were used at the citywide level to calculate an average cost of crashes that the countermeasure might reduce. The benefit per location was then factored out to a 20-year lifecycle savings, with an Opinion of Project Probable Cost (OPCC) for the initial installation costs and a per-year maintenance cost estimate. The cost shown in **Table 8** should be considered initial planning costs using 2022 dollars and not assumed final.

Table 8 - Citywide Safety Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders, mounting, size, and number	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	$12,000	per intersection
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Locations that have a pattern of crash at multiple signalized intersections	15%	$7,000	per intersection
S07	Provide protected left turn phase (left turn lane already exists)	Signalized intersections that have current permissive left-turn or no left-turn protection that have a significant amount of angle crashes	30%	$8,000	per intersection
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	$8,000	per intersection
NS01	Add Intersection Lighting (N.S.I)	Non-signalized intersections that have a significant number of night-time crashes	40%	28,000	per intersection
NS05mr	Convert intersection to mini-roundabout	Intersections with lower vehicle speeds, with posted speed limits of 30 mph or less	30%	$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	$2,000	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	$5,000	per beacon
NS14	Install raised median on approaches (N.S.I)	Unsignalized intersections where related or nearby turning movements affect the safety and operation of an intersection	25%	$220	per LF for a 10’ median
R01	Add Segment Lighting	Roadway collisions with patterns of nighttime crashes	35%	$900,000	per mile
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Roadway segments with trends of head on, nighttime, non-intersection, run-off road, and sideswipe.	15%	$1,500	per sign

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	$16,000	per sign
R28	Install edge-lines and centerlines	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	$70,000	per mile
R32PB	Install bike lanes	Locations with a high number of bicycle collisions	35%	$50,000	per mile
R33PB	Install separated bike lanes	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	45%	$50,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	35%	$15,000	per crossing

10. Funding Sources & Next Steps

10.1 Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Compton. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Compton. This section provides a high-level introduction to some of the main funding programs and grants for which the City can apply.

10.1.1 Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a Federal program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks
- Other projects listed in the Caltrans Local Road Safety Manual

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: https://safety.fhwa.dot.gov/hsip/. California specific HSIP information – including dates for upcoming call for projects - can be found at: http://www.dot.ca.gov/hq/LocalPrograms/hsip.html.

10.1.2 Caltrans Active Transportation Program

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g., safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: http://www.dot.ca.gov/hq/LocalPrograms/atp/.

10.1.3 California SB 1

The California SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Local Street and Road Maintenance and Rehabilitation: $1.5 billion
  - This funding is dedicated to improve local road maintenance, rehabilitation, and/or safety through projects such as restriping and repaving.
- Bike and Pedestrian Projects: $100 million
  - This will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: $25 million

10.1.4 California Office of Traffic Safety Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this report) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

10.1.5 SCAG Sustainable Communities Program

This program is an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. The Sustainable Communities Program (SCP) provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts to implement the regional Sustainable Communities Strategies (SCS). Grants are available in the following three categories:

- Integrated Land Use
  - Sustainable Land Use Planning
  - Transit Oriented Development (TOD)
  - Land Use & Transportation Integration
- Active Transportation
  - Bicycle Planning
  - Pedestrian Planning
  - Safe Routes to School Plans
- Green Region
  - Natural Resource Plans
  - Climate Action Plans (CAPs)
  - Green House Gas (GHG) Reduction programs

10.1.6 Safe Streets and Roads for All (SS4A) Grant Program

This program has allocated $1B annually for the next 4 years for local cities, counties, MPOs, and other roadway owners (excepting state DOTs) for safety improvement grants for safety planning, education, enforcement, and roadway improvements. This program is not benefit / cost based. Evaluation criteria are oriented to the project's alignment with the Safe Systems approach. There is a 20% local match requirement (can be in-kind contribution via staff billable hours). Planning grants are open to any eligible agency and Implementation grants are open to agencies with a completed safety plan such as a Local Roadway Safety Plan. Planning grants are expected to range from $100K to $1M and Implementation grants are expected to range from $1M to $20M. Grant applications are due in September 2022.

10.1.7 Infrastructure Investment and Jobs Act

In November 2021, the President signed into law the $1.2 trillion Infrastructure Investment and Jobs Act. In addition to the SS4A grant program described above, this law provides billions of dollars in additional funding for improvements and investment in the transportation sector nationwide. The law provides $30 billion in funding over 5 years for competitive RAISE grants for transportation projects, as well as additional funding for repair and environmental mitigation projects. As these grant programs continue to be developed, City can position itself by identifying potential projects and programs to pursue.

10.2 Implementation Plan

Once the Local Roadway Safety Plan has been completed, the City can plan to regularly review and monitor collision data for trends and changes. The City can also plan to prioritize and implement certain improvements that were identified in this plan.

10.2.1 Monitoring

The City can plan to regularly monitor the success of the LRSP and its related implementations by performing the following steps. This before and after analysis can be performed every second year. The City can also meet with the Sheriff department quarterly to discuss roadway safety issues and compare to the latest collision analysis.

- Pull yearly collision data from Crossroads database to determine year-over-year trend
- Utilize Crossroads or GIS software to review the number of collisions occurring at specific locations. Locations where improvements have been made should receive priority for monitoring.
- Based upon changes in collision activity, determine efficacy of improvements and adjust strategies going forward

10.2.2 Analysis Update

The City can plan to update the analysis every two years as part of a monitoring program, as described in **Section 0**. Every 4 years the City will perform a major update to the analysis and the Local Roadway Safety Plan by performing the following steps. This update will maintain eligibility for the HSIP grant funding for the City. This analysis should continue to focus on both systemic and location-specific safety needs.

1. Obtain updated Statewide Integrated Traffic Records System (SWITRS) collision data from the Crossroads database
2. Use Excel software to update the collision trend analysis completed in Section 7, continue to compare new collision to historic trends
3. Update the roadway shapefile with any new or upgraded roadways
4. Update the intersection shapefile with any new or upgraded intersections
5. Re-run the GIS collision tool to determine the number of collisions at intersections and roadways within the updated study period. The City can plan to run the collision tool for all collisions, as well as the collision types identified in Section 3.2.2 Network Screening Analysis.
6. Update the collision analysis performed in this report, including the collision analysis tables shown in Section 7.7 Collision Network Screening Analysis Report
7. Review the Collision Toolbox to determine if any additional countermeasures should be considered for implementation in the City

10.2.3 Implementation Strategies

The opportunities identified in this report provide systemic and location-specific countermeasures that can be implemented within the City. Implementation will be dictated by funding and available resources, this guidance is preliminary and subject to change. Over the near-term and mid-term, the City can concentrate its efforts on the following emphasis areas.

- Intersection Improvements
- Pedestrians
- Young Drivers
- Aggressive Driving

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to collisions within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas citywide can be developed with a high benefit-to-cost ratio (by applying City-wide collision rates), allowing competitive projects to be developed even at sites with little to no direct collision history, but with conditions that might contribute to future collisions. For location-specific improvements, the City can utilize benefit-cost ratio calculations to help prioritize projects as funding and resources become available. The countermeasure toolbox in **Table 8** also identified a potential prioritization timeline for each improvement, based on cost, effectiveness and feasibility.

This project prioritization process will help the City be ready for the funding opportunities identified in **Section 10.1**. Project prioritization will also help to guide the projects as they are taking into the design and construction project. Coordination with City departments will be key in the completion of these implementations.

The City can also plan to implement the non-engineering improvements identified throughout this report, including actions related to Enforcement, Education, and Emergency Services. These actions will require coordination with internal and external stakeholders, such as City departments, law enforcement, local government organizations, and local community organizations. Early buy-in and engagement from these stakeholders will be key to the success of these actions.

To aid in these actions, the City can assemble a ‘Task Force’ of representatives from different City departments, such as Public Works, Development Services, and Public Safety. This task force will be instrumental in the monitoring, analysis update, project development and project implementation outlined in this plan.

10.3 Next Steps

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. In addition to the actions identified in the Implementation Plan, the City can perform the following to guide the success of this LRSP and the safety efforts overall.

- Work with state and partner agencies on implementation of large-scale programs and policies
- Incorporate safety analysis findings in future updates of safety programs
- Monitor statewide safety priorities, guidance, and funding opportunities