

AGENDA
MONTEBELLO TRAFFIC & SAFETY COMMISSION
November 12, 2019

6:00 P.M.
City Council Chambers, 1600 W. Beverly Boulevard

COMMISSION MEMBERS

RICK KLEMUNDT
CHAIRPERSON

MIKE TORRES
VICE-CHAIRPERSON

DELIA LOPEZ
COMMISSIONER

LOUISE SAMANIEGO
COMMISSIONER

VACANT
COMMISSIONER

CITY STAFF

DENNIS BARNES
CITY TRAFFIC ENGINEER

DANILO BATSON
DIRECTOR OF PUBLIC
WORKS

SAM KOURI
CITY ENGINEER

FIRE MARSHAL JOHNSON
FIRE DEPARTMENT

ROBERTA LACAYO
TRAFFIC & SAFETY
SECRETARY

SARGENT DAVID KIM
POLICE DEPARTMENT

1. **MEETING CALLED TO ORDER**
2.
 - A. **PLEDGE OF ALLEGIANCE**
 - B. **INVOCATION**
3. **ROLL CALL**
4. **APPROVAL OF MINUTES**
5. **STAFF BRIEFINGS**
 - A. No items continued from October 2, 2019 meeting.
6. **SCHEDULED MATTERS**
 - A. Request to do study regarding Oversized Vehicle Parking Regulations.
 - B. Public Meeting to remove crosswalk at 21st Street & Beverly Blvd and relocate to 20th Street and Beverly Blvd.
 - C. Request to Update Current Policy from Traffic & Safety Commission meeting of August 7, 2019 and to add additional curb markings.

For those in the audience who are not familiar with the operation of the Traffic and Safety Commission, the following summarizes the procedure:

For each item on the agenda for this evening, engineering staff will present a report to the Traffic and Safety Commission. The audience will be asked for comment. Those wishing to speak are asked to come forward, speak into the microphone, and give their name and address for the taped record. Those speaking in favor are asked to speak first, then those in opposition. After those speaking in opposition are heard, one of the proponents may be allowed a rebuttal.

For items not on the agenda, time will be provided for public testimony after the regular items have been heard; however, the Commission cannot take any official action on such testimony. You will be asked to state your name and address for the records. Such items may be brought before the Commission at a later date for consideration by the Commission.

The Traffic and Safety Commission is interested to hear all persons wishing to give testimony. However, it is requested that each new speaker add new information, and not repeat points which previous speakers have made. Persons not desiring to speak, but wishing to be recorded as proponents or opponents of record, may do so by submitting their name and address to the Secretary.

The Traffic and Safety Commission shall consider, and whenever necessary investigate all requests or suggestions concerning public traffic safety or controls, and on the basis of such deliberation may submit to the City Council a report of recommendations for action relating to such requests or suggestions concerning public traffic and safety and controls on matters relating to the installation of traffic control signals, traffic calming devices, designation of handicap parking in residential neighborhoods, temporary street closures, installation of stop signs, signage, beacons, crosswalks, speed bumps and humps, painting of red curbs, yellow commercial vehicle loading and unloading, green short time parking, white passenger loading and unloading, etc.

The Traffic and Safety Commission is delegated the authority to take final action unless these items are appealed to the City Council or require City Council funding priority.

For the designation of Preferential Parking Districts, the Traffic and Safety Commission acts in an advisory capacity to the City Council. Requests that are recommended for approval are automatically forwarded to the City Council. Requests for the designation of Preferential Parking Districts that are denied must be appealed if they are to go forward to the City Council.

APPEAL PROCEDURE

- A. Any person aggrieved by the decision of the City Traffic and Safety Commission may, not later than fifteen days following the rendering of the decision by the City Traffic and Safety Commission, file a written letter of appeal with the City Clerk, appealing the decision of the City Traffic and Safety Commission to the City Council; or, the City Council, may, upon motion, determine to review the decision of the City Traffic and Safety Commission in the same manner as if an appeal had been filed by a person aggrieved by such a decision.
- B. Upon notification by the Clerk of such appeal, the Secretary of the City Traffic and Safety Commission shall transmit to the Clerk the City Traffic and Safety Commission's file with reference to the matter appealed. **The Clerk shall collect a fee of \$510.00 for the appeal** of decision. The Clerk shall place the matter on the City Council's agenda as soon as possible thereafter, and shall give the appellant, and any other interested person requesting such notice, ten days' written notice of the time and place of such hearing. The City Council shall at the time of such hearing, review the matter and, shall affirm, modify or reverse the Traffic and Safety Commission's decision. The determination of the City Council shall be final and conclusive. (Ord. 2058 § 1 (part), 1991: prior code § 3201.02 (part)).

6. SCHEDULED MATTERS;

For each of the following items, the public will be given an opportunity to speak. The proponents and opponents will be allowed to speak on issues relating to the matter. At the

Chairperson's discretion, reasonable time limitations may be placed upon individual testimony. After all persons have spoken, one of the proponents is allowed to rebut and/or summarize, and then the hearing is closed. The Commission will begin their decision process following the closing of the hearing.

A. Request to do study regarding Oversized Vehicle Parking Regulations.

The City received three resident requests (one in Sept, 2018, one in April 2019 and one in May 2019) regarding oversized recreational vehicles (RV) parking overnight on Minson Way and Date Street (from Vail Avenue to Maple Avenue) and sometimes staying for weeks at a time. Another complaint stated that these large vehicles are blocking access to and from business driveways making it difficult to enter and exit. The vehicles take up most of the on-street parking spaces so employees and visitors have no where to park.

Also, the residents have reported that there is trash and items being left and dumped on the sidewalks which is creating a health issue.

Existing Conditions:

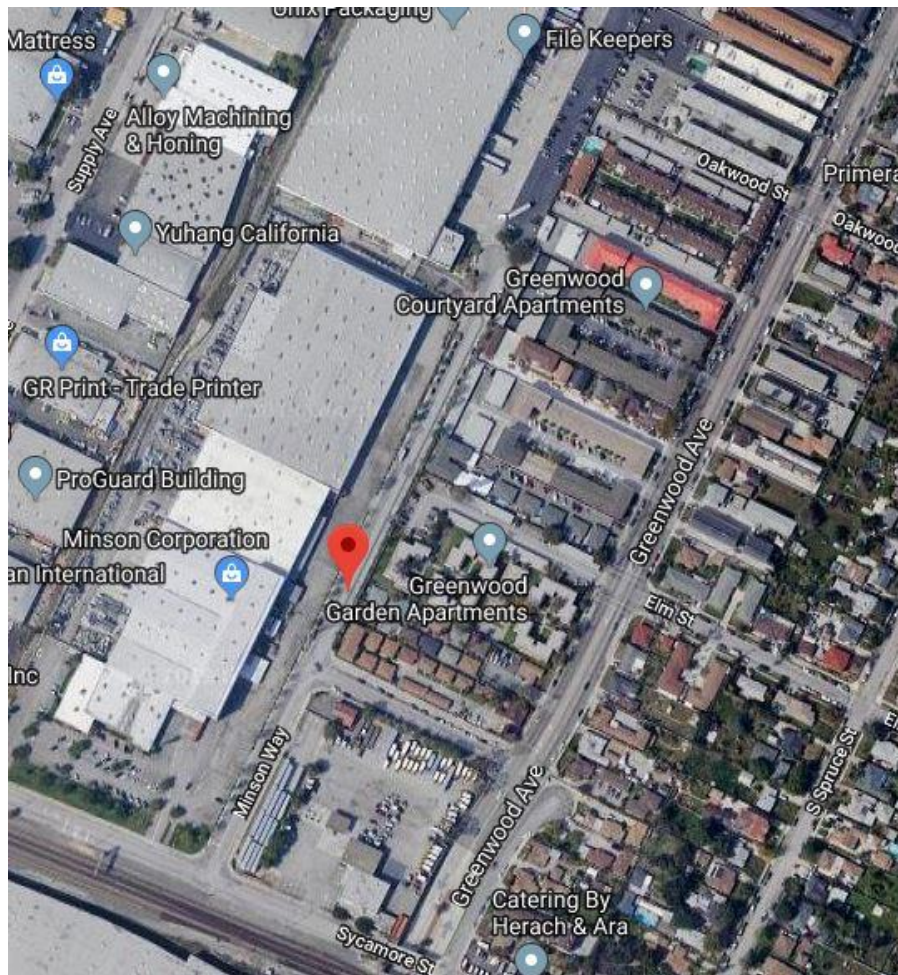


Figure 1 - Aerial View of Minson Way

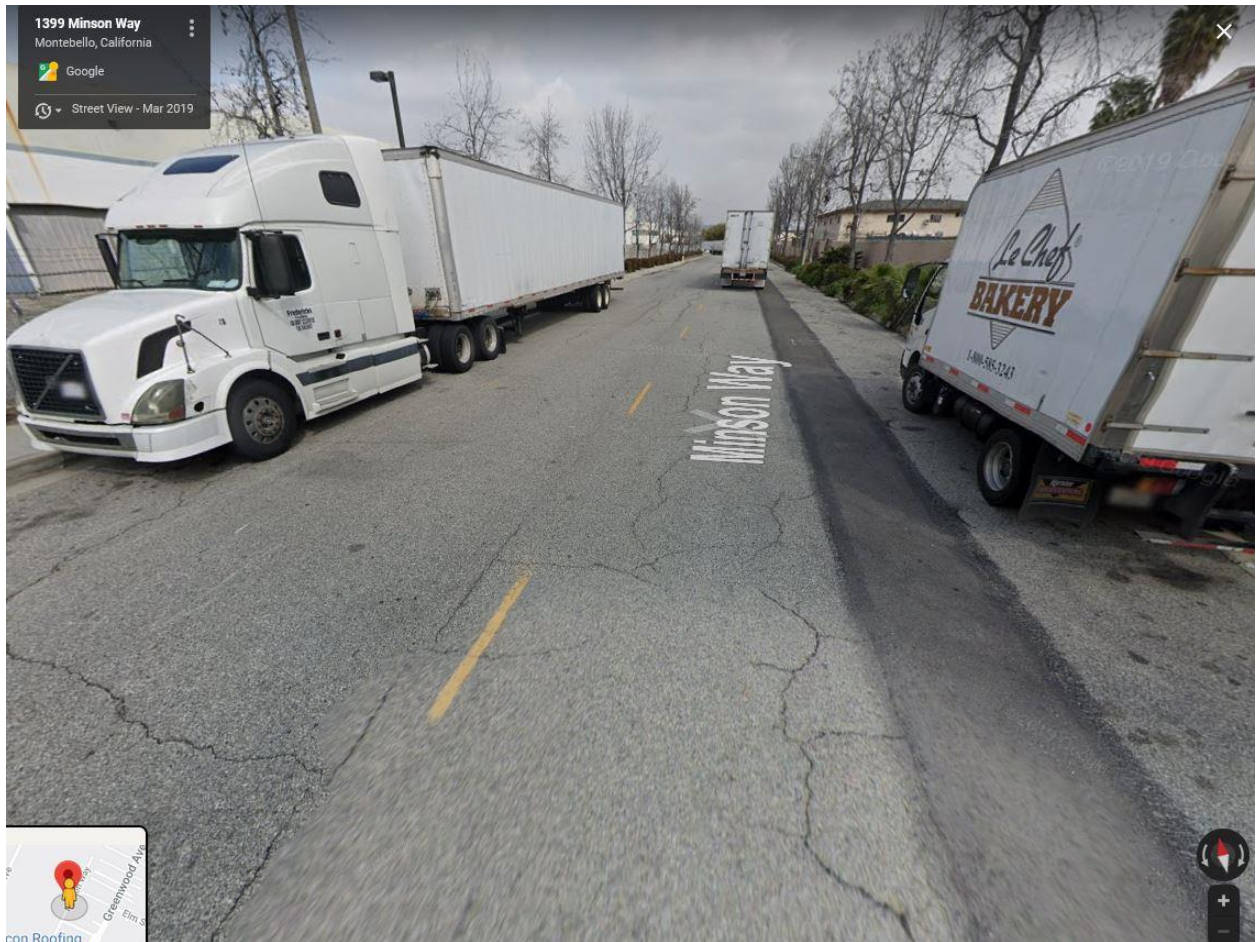


Figure 2 - Street View of Minson Way in March 2019 Looking North

Figures 1 and 2 illustrate the aerial and street views of Minson Way. Figure 2 shows observed large trucks that were parked along the street in March 2019. On this day, no RV's were noted parking along Minson Way. Staff has observed one RV parked along the west side of the street. Discussion with the public works supervisor revealed that he had worked with PD over two years ago to address this problem. The police department found some of the RV vehicles parking on the street at that time had invalid vehicle registrations which allowed PD to cite the RV vehicles. The removal of the RV vehicles at that time was temporary as they moved over to Date Street.

Figure 3 provides an aerial view of Date Street shown as a yellow line. A review of Google street views from 2012 did not show RV's parking on Date Street during various times that the Google van traveled along Date Street during the day.

A field review by the traffic engineer on 10-30-19 observed no RV's parking on Minson Way and Date Street. Pictures were sent to the Public Works Department showing parked RV vehicles but there were no dates on the pictures so it is not sure when the RV's were parked there. Also, there is the possibility that they have moved to another City or area that has not been reported.

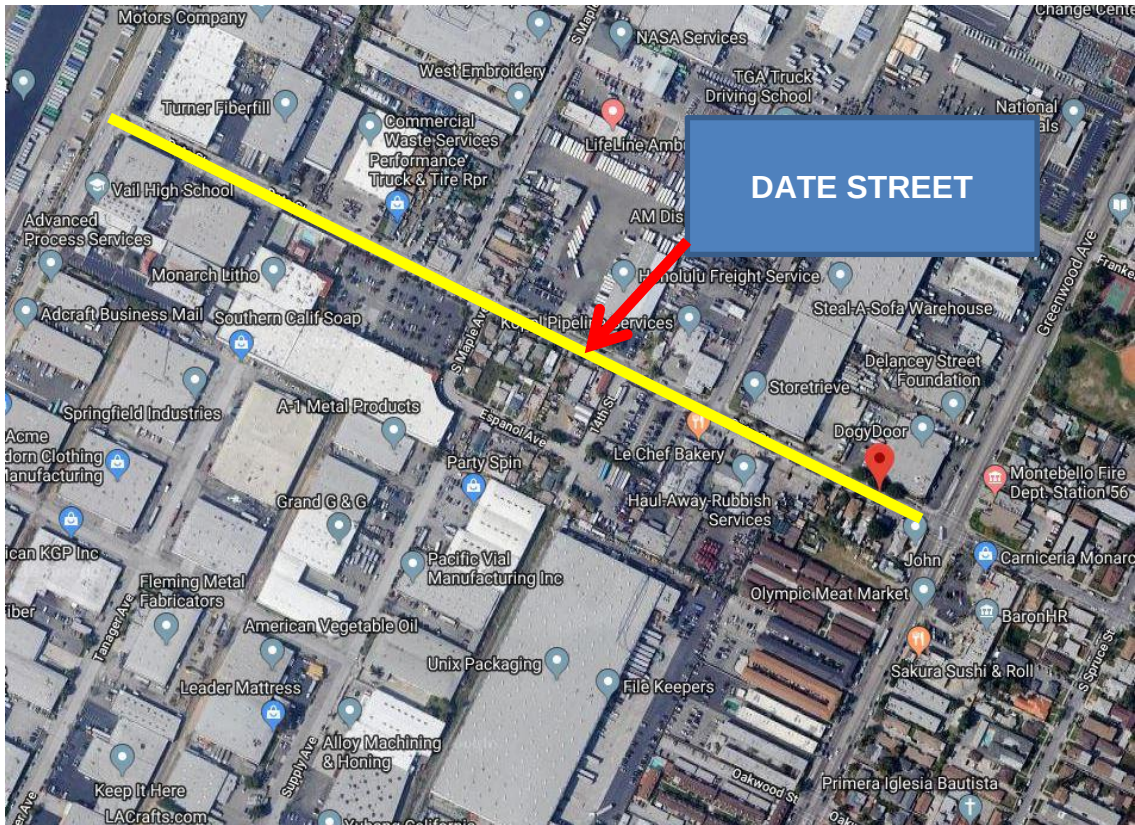


Figure 3 – Aerial View of Date Street Between Greenwood Ave, and Vail Ave.

DISCUSSION:

Based on the field review of each street on 10-30-19, **staff could not identify and verify parked RV's on the streets causing trash issues and sight distance problems.** Therefore, staff reviewed the City's current city code to evaluate what options were available to staff to address the citizen concerns.

Chapter 10.68 in the City Code address oversized vehicle parking regulations in the City of Montebello. This section of the code has been copied and provided in this report as a reference document for the Traffic and Safety Commissioners and other readers of this report. It is important to note in the code that an "oversized vehicle" is defined as any vehicle, whether motorized or non-motorized, that exceeds twenty feet in length, or eighty inches in width or seventy-eight inches in height that weighs less than six thousand pounds. Motor vehicles, trailers and semi-trailers exceeding six thousand pounds are subject to the parking prohibitions contained in **Section 10.32.310** of the code.

Figure 4 illustrates the sign installed at each entrance to the City to give adequate notice to vehicles entering the City. This sign is in compliance with Section 10.68.050 of the Municipal Code. The public works street supervisor confirmed installation of these signs.

SECTION 10.68 (FROM MONTEBLLO MUNICIPAL CODE)

Chapter 10.68 OVERSIZED VEHICLE PARKING REGULATIONS

10.68.010 Prohibition of parking of oversized vehicles.

No person shall park, or leave standing on any public street, alley or right-of-way in the city any oversized vehicle for a period longer than four consecutive hours. For purposes of this section, an oversized vehicle that is moved to a location or parking place that is within two hundred feet of its original location or parking place shall be deemed to be parked at the same original location.

10.68.020 Definitions.

"Oversized vehicle" shall be defined as any vehicle, whether motorized or non-motorized, that exceeds twenty feet in length, or eighty inches in width or seventy-eight inches in height that weighs less than six thousand lbs. (gross vehicle weight). Any extension caused by any mirror or any accessory attached to such vehicle shall be considered part of the measured distance. Notwithstanding the length, width, and height requirements for an oversized vehicle, the following vehicles shall also be considered oversized vehicles subject to the prohibitions contained in **Section 10.68.010** of this chapter:

1. Buses as defined in the California Vehicle Code;
2. Trailers, including boat trailers, and semi-trailers, as these are defined in the California Vehicle Code, and stand-alone boats not connected to trailers;
3. Trailer coaches as defined in the California Vehicle Code; and
4. Recreational vehicles as defined in this chapter.

Motor vehicles, trailers and semi-trailers exceeding six thousand lbs. (gross vehicle weight) are subject to the parking prohibitions contained in **Section 10.32.310** of this chapter.

"Recreational vehicle" shall be defined as a motor home, slide-in camper, travel trailer, truck camper, or camping trailer, with or without motive power, designed for human habitation for recreational or emergency occupancy. Recreational vehicle shall also include:

1. Camping Trailer. A vehicular portable unit mounted on wheels and constructed with collapsible partial sidewalls which fold for towing by another vehicle and unfold at the campsite and designed for human habitation for recreational or emergency occupancy.
2. Motor Home. A vehicular unit built on or permanently attached to a self-propelled motor vehicle chassis, chassis cab or van, which becomes an integral part of the completed vehicle, designed for human habitation for recreational or emergency occupancy.
3. Slide-in Camper. A portable unit, consisting of a roof, floor and sides, designed to be loaded onto and unloaded from the bed of a pickup truck, and designed for human habitation for recreational or emergency occupancy and shall include a truck camper.
4. Travel Trailer. A portable unit, mounted on wheels, of such a size and weight as not to require special highway movement permits when drawn by a motor vehicle and for human habitation for recreational or emergency occupancy.

10.68.050 Posting of signs.

Signs giving adequate notice of the prohibitions contained in [Section 10.68.010](#) of this chapter shall be placed at the city limits, as well as at other appropriate locations as determined by the city engineer to be consistent with applicable law.

(Ord. 2294 § 1 (part), 2006)

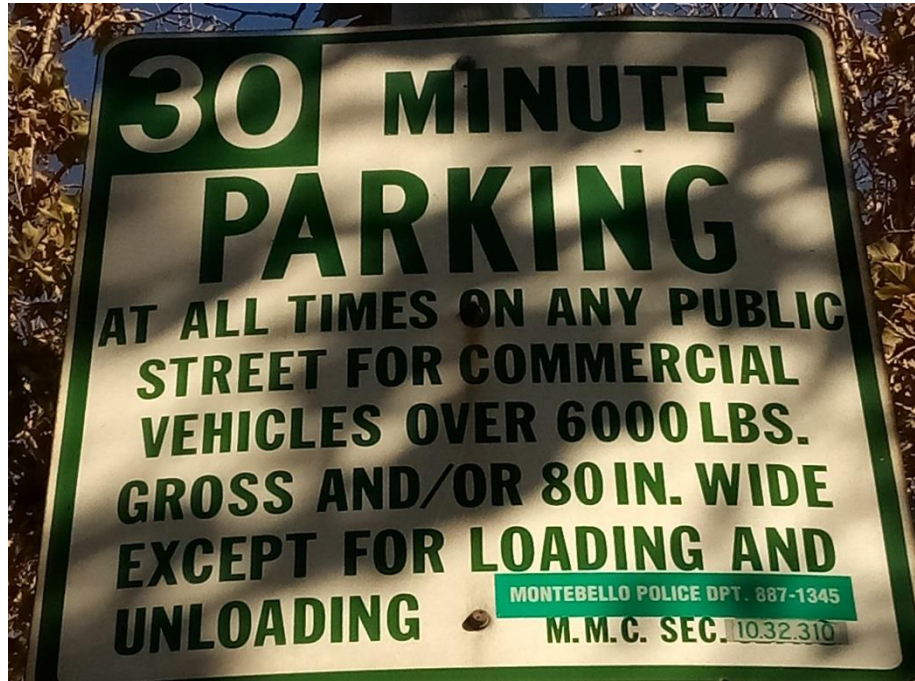


Figure 4 – Copy of Sign Installed at Each Entrance to City

The following section from the City's Municipal Code is presented as it is referenced in Section 10.68 and applies to large oversize vehicles.

SECTION 10.32.310 (FROM MONTEBLLO MUNICIPAL CODE)

The following excerpt is presented to state the applicable conditions in Section **10.32.310** mentioned in Section 10.68 as it applies to the citizen complaints about RV parking.

10.32.030 Public facilities, pedestrian pathways, driveways and aisle ways.

No person shall park or leave standing any vehicle whether attended or unattended on public facilities, pedestrian pathways, driveways or aisle ways, except in designated vehicle parking spaces.

10.32.040 Use of streets for storage of vehicles prohibited.

No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any street for more than a consecutive period of seventy-two hours.

In the event a vehicle is parked or left standing upon a street in excess of a consecutive period of seventy-two hours, any member of the police department authorized by the chief of police may remove the vehicle from the street in the manner and subject to the requirements of Section 22850 et seq. of the Vehicle Code. Prior to removing any such vehicle, each such officer shall endeavor to contact the vehicle owner to secure removal of the vehicle voluntarily.

10.32.050 Parking for certain purposes prohibited.

No person shall park a vehicle upon any roadway for the principal purpose of washing, performing repairs, or servicing such vehicle for the purpose of selling the vehicle, except for minor repairs necessitated by an emergency.

This section of the Municipal Code requires police enforcement on a regular basis to mark the vehicle parking space with white chalk and then observe if he has moved it more than 200 feet. Such an effort requires additional parking enforcement police officers to implement this portion of the code

CONCLUSIONS AND RECOMMENDATIONS

Staff has reviewed the City's Municipal Code with respect to oversize vehicles and RV parking in the City of Montebello. There is no specific RV Ordinance per say in the code but the City code addresses the topic of large oversize vehicles including RV's. Staff reviewed the average weights of campers and trailers and most of the vehicles when loaded with water and gear will weigh over 6,000 pounds.

The following recommendations are presented to the Traffic & Safety Commission for consideration and direction to staff for implementation:

1. Request additional enforcement from the Police Department to enforce Municipal Code Sections 10.32.310 and Section 10.68.
2. Request that the Public Works Department post signs shown in Figure 4 at each end of Minson Way and Date Street.
3. Request the Director of Public Works to authorize night time surveillance of Minson Way and Date Street and document night time violations with RV for a period of one to two months.
4. Request the Director of Public Works to do a follow up study of Minson Way and Date Street by performing daily review of each street and documenting the results.

Fiscal Impact:

The estimated cost for each of the above recommendations is as follows:

1. The estimate cost is \$73,000 per year based on two hours of time each day.
2. The estimated cost for four (4) signs is \$2,500.
3. The estimated cost for the overtime work at three (3) hours per night is \$10,800. The three hours includes travel night from yard, observation and return.
4. The estimated cost is minimal due to staff getting paid on a daily basis and just a different assignment.
5. Funds for this and similar requests are included in the current City budget therefore, should the Commission approve the installation, the Commission's decision does not require special funding by City Council.

Staff Recommendation

It is recommended that the Traffic and Safety Commission approve the above recommendations. There are adequate funds in the current Public Works Department Budget to implement Recommendation No. 2 (posting of signs).



Mr. Greg Herman
S.D. Herman Company
1201 S. Olive Street
Los Angeles, CA 90015

NOTICE OF PUBLIC MEETING

Dear Mr. Herman;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-A: Request to do study regarding Oversized Vehicle Parking Regulations.

As an interested party you are invited to attend this public meeting to express your opinion and for questions that may arise from the Commission. However, if you cannot attend this meeting, you may send a representative who has knowledge regarding your concerns.

This public meeting is open to all interested persons. Any person wishing to speak in favor of, or against this proposal, may do so at the time and place stated above.

Any person wishing additional information regarding this matter may call the Montebello Engineering Division at (323) 887-1200 extension 460.

Dennis Barnes, City Traffic Engineer
Traffic and Safety Commission

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Division at 887-1200 extension 460. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28CFR35.102.104 ADA Title II).



City of Montebello

Mr. Benjamin Ellsworth
Vail – Date Industrial Park
1200 S. Vail Avenue
Montebello, CA 90040

NOTICE OF PUBLIC MEETING

Dear Mr. Ellsworth;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-A: Request to do study regarding Oversized Vehicle Parking Regulations.

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Dennis Barnes, City Traffic Engineer
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City of Montebello

Mr. Robert Zuniga
White Arrow
824 South Vail Avenue
Montebello, CA 90040

NOTICE OF PUBLIC MEETING

Dear Mr. Zuniga;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-A: Request to do study regarding Oversized Vehicle Parking Regulations.

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AGENDA ITEM 6-A



City of Montebello

Ms. Angela Juarez

1417 S. Greenwood Ave. # K
Montebello, CA 90040

NOTICE OF PUBLIC MEETING

Dear Ms. Juarez;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-A: Request to do study regarding Oversized Vehicle Parking Regulations.

As an interested party you are invited to attend this public meeting to express your opinion and for questions that may arise from the Commission. However, if you cannot attend this meeting, you may send a representative who has knowledge regarding your concerns.

This public meeting is open to all interested persons. Any person wishing to speak in favor of, or against this proposal, may do so at the time and place stated above.

Any person wishing additional information regarding this matter may call the Montebello Engineering Division at (323) 887-1200 extension 460.

Dennis Barnes, City Traffic Engineer
Traffic and Safety Commission

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Division at 887-1200 extension 460. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28CFR35.102.104 ADA Title II).



Owner/Occupant
Montebello, CA 90640

NOTICE OF PUBLIC MEETING

Dear Owner/Occupant;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-A: Request to do study regarding Oversized Vehicle Parking Regulations.

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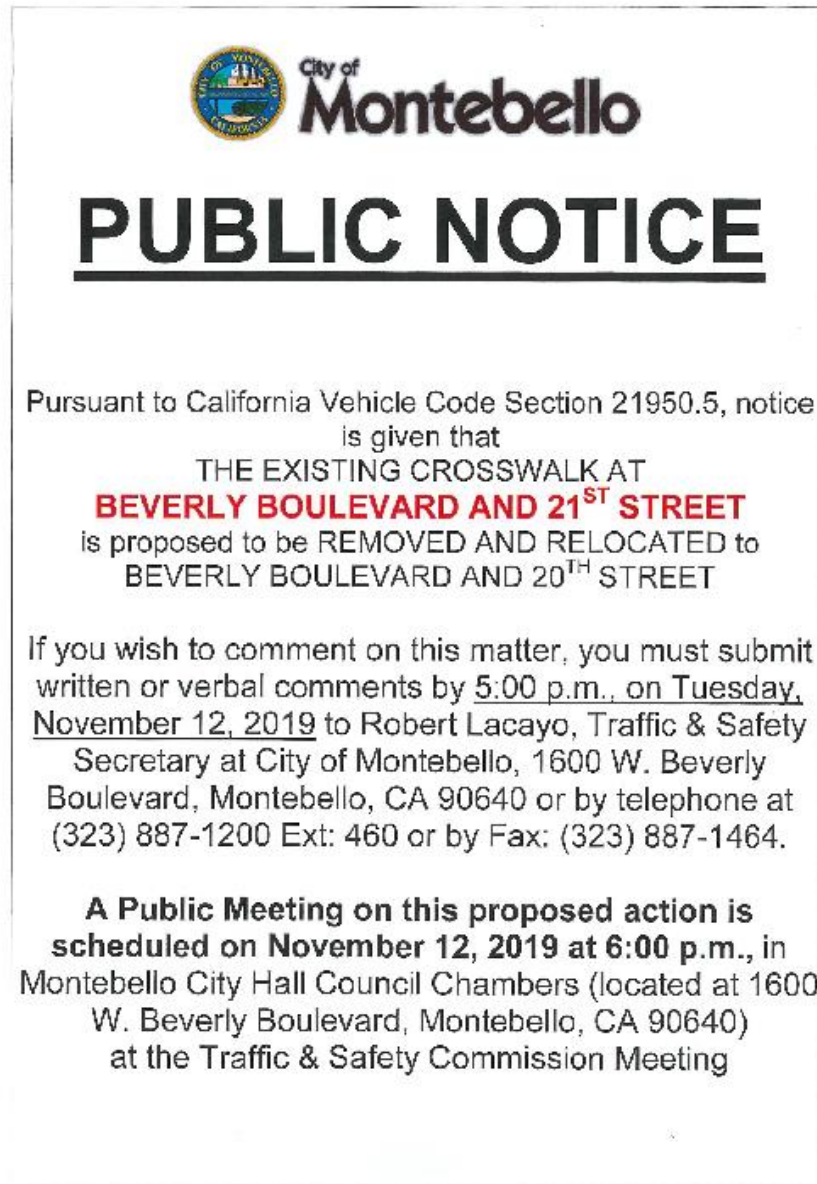
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Dennis Barnes, City Traffic Engineer
Traffic and Safety Commission

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Division at 887-1200 extension 460. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28CFR35.102.104 ADA Title II).

B. Public Meeting to Remove Crosswalk at 21st Street & Beverly Blvd and Relocate to 20th Street and Beverly Blvd.

The following Public Notice was posted at 21st Street & Beverly Boulevard on October 10, 2019 notifying the public that the crosswalk may be removed and relocated to 20th Street and Beverly Boulevard. The Public Notice also serves as a notice for the Public Meeting.



This posting was placed in the field at the location of the existing crosswalk to give notice to the public of the possible removal of the existing crosswalk. The following excerpt from the CA Vehicle Code gives the detailed requirements for public posting.

California Vehicle Code (2014)
Removal of Marked Crosswalk: Notification

21950.5.

- (a) An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal.
- (b) The notice required by subdivision (a) shall include, but is not limited to, notification to the public of both of the following:
 - (1) That the public may provide input relating to the scheduled removal.
 - (2) The form and method of providing the input authorized by paragraph (1).

Added Sec. 9, Ch. 833, Stats. 2000. Effective January 1, 2001.

Background Information:

On September 11, 2019, the City Council directed staff to evaluate the crosswalk at Beverly Blvd and 21st Street and the intersection of Beverly and 20th Street. The City staff in turn asked Infrastructure Engineers to perform a traffic safety analysis of the aforementioned intersections. In order to evaluate this request, the following analyses were conducted:

- Review previous traffic study of the subject intersections dated August 23, 2016,
- Filed investigation of site-specific conditions, intersection geometrics, sight distance, and potential physical obstructions,
- Review of peak-hour, 24-hour traffic count data, and gap data,
- Review at traffic collision history for the past three years, and
- Review of applicable California Manual on Uniform Traffic Control Devices (CAMUTCD) signal warrants.

Location

The intersection of Beverly Boulevard with 20th Street is located approximately 833 feet east of the signalized intersection of Beverly Boulevard and Wilcox Avenue and positioned approximately 655 feet west of the signalized intersection of Beverly Boulevard and 19th Street. The intersection of Beverly Boulevard with 21th Street is located approximately 466 feet east of the signalized intersection of Beverly Boulevard and Wilcox Avenue and approximately 1,024 feet west of the signalized intersection of Beverly Boulevard and 19th Street. Figure 1 presents a vicinity map of the study area and Figure 2 presents an aerial photo of the study area.

Field Review

IE conducted a field review of the intersections of Beverly Boulevard and 20th Street and Beverly Boulevard and 21st Street. Below are the findings of that field investigation.

Beverly Boulevard at 20th Street

The intersection of Beverly Boulevard with 20th Street is a 4-way intersection with stop signs posted on the northbound and southbound approaches on 20th Street and no traffic controls posted on Beverly Boulevard. There are no marked crosswalks on Beverly Boulevard at 20th Street however stop controlled marked crosswalks do exist across 20th Street.

Beverly Boulevard is a 6-lane divided arterial within approximately 74-foot curb to curb width. A raised median is on Beverly Boulevard which provides formal left-turn pockets for access to 20th Street. Curbside parking is not permitted on Beverly Boulevard adjacent to 20th Street. The posted speed limit along Beverly Boulevard is 35 MPH.

20th Street is a 2-lane local street which provides one travel lane in each direction within a 40-foot curb to curb width. Parking is generally permitted on both sides of 20th Street and the prima facia speed limit is 25 MPH. Figure 1 presents an aerial photograph of the intersection of Beverly Boulevard and 20th Street.

Beverly Boulevard at 21st Street

The intersection of Beverly Boulevard with 21st Street is a 4-way intersection with stop signs posted on the northbound and southbound approaches on 21st Street and no traffic controls posted on Beverly Boulevard. Stop sign controlled marked crosswalks exist across 21st Street. An uncontrolled marked crosswalk is present on Beverly Boulevard east of 21st Street.

Beverly Boulevard is a 6-lane divided arterial within approximately 74-foot curb to curb width. A raised median is on Beverly Boulevard which provides formal left-turn pockets for access to 21st Street. The posted speed limit along Beverly Boulevard is 35 MPH. Curbside parking is prohibited adjacent to 21st Street.

21st Street is a 2-lane local street which provides one travel lane in each direction within a 40-foot curb to curb width. Parking is generally permitted on both sides of 21st Street and the prima facia speed limit is 25 MPH. Figure 1 presents an aerial photograph of the intersection of Beverly Boulevard and 21st Street.

Traffic Counts

In order to evaluate the nine traffic signal warrants in the MUTCD, traffic volume counts were collected on Tuesday, October 29, 2019 which included manual counts with bike and pedestrians, and a gap study from 7:00 AM to 9:00 AM, 11:00 AM to 2:00 PM and 3:00 PM to 6:00 PM, and directional 24-hour machine approach counts. Table 1 summarizes the peak-hour traffic volumes at the intersections.

Table 1
Manual Turning Movement Count Summary

Beverly Blvd. & 20th Street												
Peak Hour Began	Northbound Approach			Southbound Approach			Eastbound Approach			Westbound Approach		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:15 AM	3	0	12	5	1	16	26	777	3	15	1440	16
12:15 PM	3	0	12	3	0	14	20	894	6	11	875	9
4:30 PM	1	3	6	3	0	30	37	1839	5	18	822	19
PED AM	9			8			0			1		
BIKE AM	1			3			0			0		
PED NOON	10			7			0			0		
BIKE NOON	0			1			0			0		
PED PM	22			7			1			2		
BIKE PM	4			2			0			0		

Beverly Blvd. & 21st Street

Peak Hour Began	Northbound Approach			Southbound Approach			Eastbound Approach			Westbound Approach		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:30 AM	6	2	17	6	1	31	44	848	9	25	1346	7
12:15 PM	3	2	7	8	4	19	35	864	4	17	873	11
4:30 PM	3	1	16	4	1	20	46	1812	14	24	830	23
PED AM	11			3			24			5		
BIKE AM	3			2			0			0		
PED NOON	10			12			9			0		
BIKE NOON	2			4			0			0		
PED PM	26			10			50			1		
BIKE PM	1			0			1			0		
Source: City Traffic Counters - 10/29/2019												

Pedestrian Crossings

Montebello High School is located approximately $\frac{1}{4}$ mile south of Beverly Boulevard and students frequent McDonald's and other retail uses located to the north of Beverly Boulevard near the study intersections. Pedestrian and bike counts were included in the manual counts to identify the level of pedestrian and bike traffic within the area. As shown in Table 1, peak pedestrian activity occurred during the PM peak hour at both intersections. A total of 1, zero and 3 pedestrians were observed crossing Beverly Boulevard at 20th Street during the AM, Noon and PM peak hours, respectively. Pedestrians crossing Beverly Boulevard at 21st Street totaled 29 in the AM peak-hour, 9 during the noon peak-hour and 51 during the PM peak-hour.

There is a marked, uncontrolled crosswalk on Beverly Boulevard at 21st Street. The observed pedestrian counts indicate pedestrians are utilizing the marked crosswalk significantly more than the unmarked crossing at 20th Street.

To define the ease or difficulty for pedestrians to walk across Beverly Boulevard at each of the study intersections a gap study was conducted. The gap data will be discussed later in this report.

Table 2 summarizes the 24-hour approach counts. Approach counts are utilized when evaluating traffic signal warrants which are discussed in detail later within this report.

Table 2
24-Hour Approach Count Summary

Roadway	Location	Direction	24-Hour Approach Volume
Beverly Blvd.	East of 20th St.	Westbound	15,603
Beverly Blvd.	West of 20th St.	Eastbound	16,530
20th St.	North of Beverly Blvd.	Southbound	381
20th St.	South of Beverly Blvd.	Northbound	169
Beverly Blvd.	East of 21st St.	Westbound	17,206
Beverly Blvd.	West of 21st St.	Eastbound	16,550
21st St.	North of Beverly Blvd.	Southbound	543
21st St.	South of Beverly Blvd.	Northbound	206
Source: City Traffic Counters - 10/29/2019			

As expected, traffic volumes along the 6-lane divided Beverly Boulevard are significantly higher than those found on the 2-lane local 20th and 21st streets.

Traffic Collision History

Traffic collision records for the intersections of Beverly Boulevard with 20th Street and 21st Street were reviewed over a 3- year period. Table 3 presents a summary of the reported collisions grouped by year.

Table 3
Traffic Collision Summary

Intersection	2016 to 2017	2017 to 2018	2018 to 2019
Beverly Boulevard & 20th Street	1	0	1
Beverly Boulevard & 21st Street	2	2	2
SWITRS Collisions Reported Between 10/14/2016 and 10/15/2019			

As shown in Table 3 a total of one (1) collision was reported in two of the three years at the intersection of Beverly Boulevard and 20th Street. The intersection of Beverly Boulevard and 21st Street had two (2) collisions reported in each of the three years evaluated. One of the collisions at 21st Street occurred in November 2017 and involved a pedestrian crossing Beverly Boulevard being struck and injured by an eastbound Beverly Boulevard vehicle.

Criteria for Traffic Signal Installation

The nine traffic signal warrants listed below are used as a guide to determine the need for the installation of a traffic signal. These warrants have been developed and adopted by the Federal Highway Administration (FHWA) and are published in the California Manual on Uniform Traffic Control Devices (MUTCD).

Warrant 1 Eight Hour Vehicular Volume

Condition A – Minimum Vehicular Volume

Condition B – Interruption of Continuous Traffic

Condition C – Combination of Condition A and B

Warrant 2 Four Hour Vehicular Volume

Warrant 3 Peak Hour Volume

Warrant 4 Pedestrian Volume

Warrant 5 School Crossing

Warrant 6 Coordinated Signal System

Warrant 7 Crash Experience

Warrant 8 Roadway Network

Warrant 9 Intersection Near a Grade Crossing

Note, the decision to install a traffic signal should not be based solely upon the warrants, since the installation of traffic signals may correct right-angle collisions but may increase certain other types of collisions. A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.

Traffic Signal Warrant Analysis

As previously noted, there are nine warrants in the MUTCD that will be analyzed throughout this study. Warrants 1, 2, and 3 are concerned specifically with vehicular volumes. Warrant 1 is concerned with satisfying eight hours of the minimum vehicular volumes while Warrant 2 must satisfy the four hours minimum vehicular volume. Warrant 3 focuses on peak hour vehicular volumes with regards to sudden increase of traffic at certain times of the day. Warrant 4 focuses on pedestrian volumes that experience excessive delays crossing a major street while Warrant 5 addresses the concern of installing a signal to allow school children to cross a major street. Warrant 6 addresses the issue of the necessity to have a traffic signal installed to maintain progressive movement in a coordinated signal system. Warrant 7 focuses on the minimum crashes experience per year and whether this justifies installation of a traffic signal. Warrant 8 discusses whether installing a traffic signal would benefit the overall roadway network due to future demands in traffic volumes or excess traffic volumes on Saturday or Sunday. Finally, Warrant 9 addresses the issue of the intersection being near a grade crossing. Overall, each signal warrant must be analyzed to determine whether installation of a traffic signal is warranted and/or recommended.

Table 4 summarize the results of our signal warrant analysis for the intersections of Beverly Boulevard and 20th Street.

Table 4
Signal Warrant Summary
Beverly Boulevard and 20th Street

Major:	Beverly Boulevard	Satisfied
Minor:	20th Street	
WARRANT 1 - Eight Hour Vehicular Volume		NO
Condition A - Minimum Vehicle Volume		NO
Condition B - Interruption of Continuous Traffic		NO
Combination of Conditions A & B		NO
WARRANT 2 - Four Hour Vehicular Volume		NO
WARRANT 3 - Peak Hour		NO
WARRANT 4 - Pedestrian Volume		NO
WARRANT 5 - School Crossing		NO
WARRANT 6 - Coordinated Signal System		NO
WARRANT 7 - Crash Experience Warrant		NO
WARRANT 8 - Roadway Network		N/A
WARRANT 9 - Intersection Near a Grade Crossing		N/A
		YES NO
Traffic Signal Recommended at this location ?		X

As shown in Table 4, none of the traffic signal warrants were satisfied for the intersection of Beverly Boulevard and 20th Street.

Table 5 summarizes the results of our signal warrant analysis for the intersections of Beverly Boulevard and 21st Street.

Table 5
Signal Warrant Summary
Beverly Boulevard and 21st Street

Major:	Beverly Boulevard	Satisfied
Minor:	21st Street	
WARRANT 1 - Eight Hour Vehicular Volume		NO
Condition A - Minimum Vehicle Volume		NO
Condition B - Interruption of Continuous Traffic		NO
Combination of Conditions A & B		NO
WARRANT 2 - Four Hour Vehicular Volume		NO
WARRANT 3 - Peak Hour		NO
WARRANT 4 - Pedestrian Volume		NO
WARRANT 5 - School Crossing		YES
WARRANT 6 - Coordinated Signal System		NO
WARRANT 7 - Crash Experience Warrant		NO
WARRANT 8 - Roadway Network		N/A
WARRANT 9 - Intersection Near a Grade Crossing		N/A
		YES NO
Traffic Signal Recommended at this location ?		X

As shown in Table 5, one (1) of the nine (9) traffic signal warrants are satisfied for the intersection of Beverly Boulevard and 21st Street. The single warrant satisfied is the school crossing warrant. The school crossing warrant is satisfied because there were 51 pedestrians crossing Beverly Boulevard during the PM peak-hour and insufficient gaps in traffic to facilitate the safe crossings. A gap study has been included in this analysis to determine what gaps exist.

Gap Study

A gap study analysis was conducted and recorded the number of gaps and the number of seconds the gap existed. These counts were conducted on Beverly Boulevard at both 20th and 21st streets.

The minimum adequate gap is defined as the time (in seconds) for a pedestrian or group of pedestrians to perceive and react to the traffic situation and cross the roadway from a point of safety on one side to a point of safety on the other side or in this case the raised center median on Beverly Boulevard. This minimum safe crossing time can be summarized in a rather simplistic manner as a function of crossing distance and walking speed.

Beverly Boulevard is approximately 74-feet wide with a raised median roughly halfway across. A typical pedestrian will walk at a pace of 3.5 feet per second. To cross Beverly Boulevard from curb to curb would require a calculated 21 seconds. The gap study indicated only 13 gaps greater than 21 seconds occurred during the busiest peak-hour on Beverly Boulevard at 20th Street.

During the eight hours of gap study the highest number of pedestrians crossing Beverly Boulevard was observed at 21st Street and totaled 51 pedestrians during the 5:00 PM to 6:00 PM peak-hour. During that same period only 33 gaps greater than 21 seconds were observed. The signal warrant for school crossing is satisfied when the number of acceptable gaps are less than 60 (the number of minutes in the hour) and the number of pedestrians crossing exceeded 20 per hour.

The gap study demonstrated that crossing Beverly Boulevard at 20th or 21st streets can be difficult. It is further understood how a pedestrian may perceive crossing at these locations to be less than comfortable.

Conclusions

The intersections of Beverly Boulevard with 20th Street and 21st Street do not satisfy the warrant requirements for signalization based on vehicular volumes or collision history. However, the intersection of Beverly Boulevard with 21st Street does satisfy the school crossing warrant. As previously noted, the satisfaction of one or more signal warrants does not automatically justify installation of a traffic signal. A number of other factors need be considered, for example, the distance to the nearest signal, potential disruption to traffic flow and coordination between signals.

The signalized crosswalk located at Beverly Boulevard and Wilcox Avenue provides a controlled crosswalk and is only about 466 feet west of 21st Street. That signalized crosswalk provides additional safety for pedestrians than the marked uncontrolled crosswalk at Beverly Boulevard and 21st Street.

The previous traffic study performed in August 2016 made a number of recommendation alternatives from removing the existing Beverly Boulevard crosswalk at 21st Street to installing a full or pedestrian signal at the intersection of Beverly Boulevard and 21st Street. The findings of this analysis do not support installing a traffic signal.

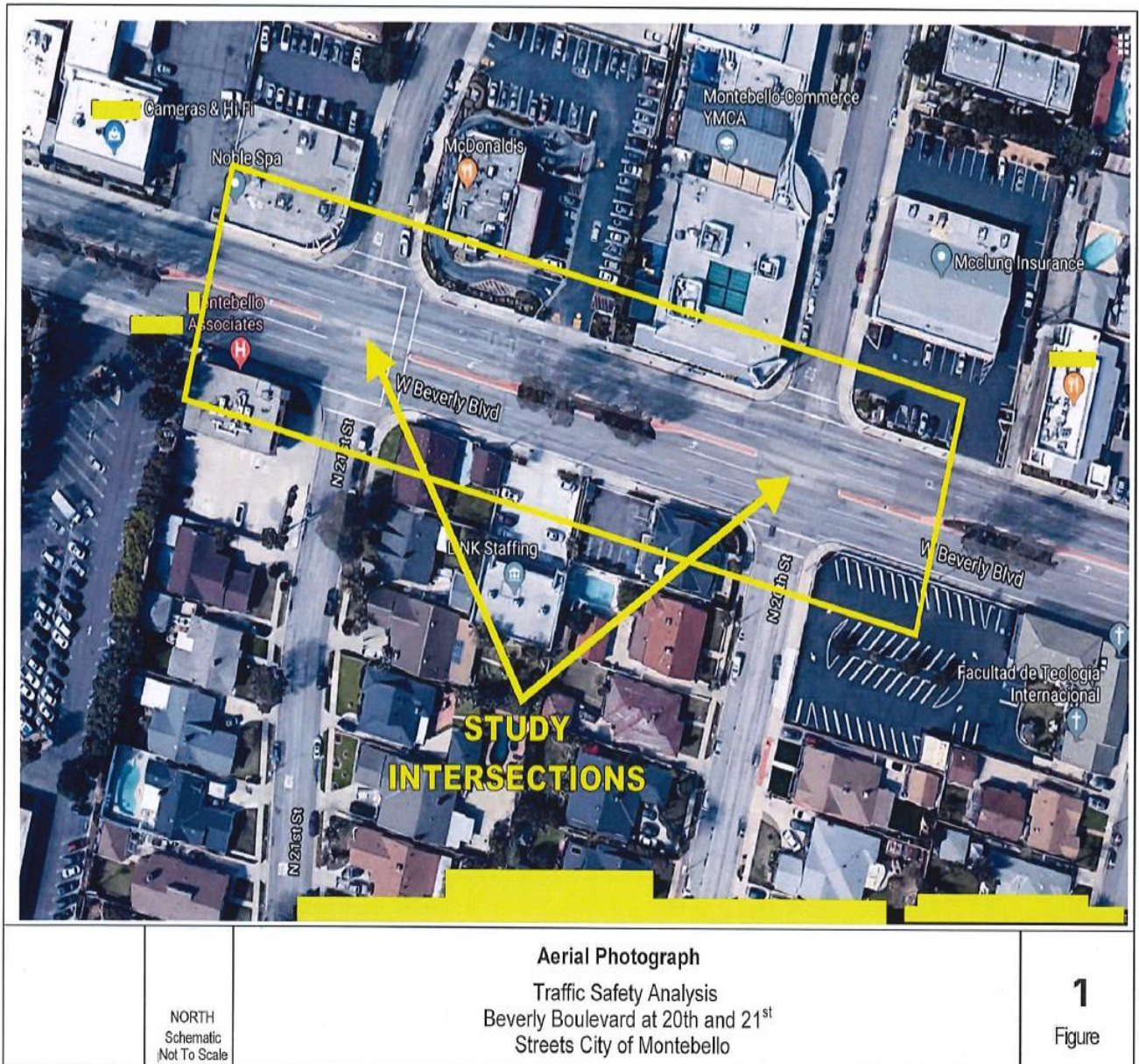
Recommendations

Beverly Boulevard at 20th Street does not satisfy any of the 9 traffic signal warrants and therefore it is not recommended to install crosswalks nor a traffic signal at that intersection.

In an effort to increase pedestrian safety it is recommended the uncontrolled marked crosswalk on Beverly Boulevard at 21st Street be removed. This removal will encourage pedestrians to walk westerly and cross Beverly Boulevard in the crosswalk at the Wilcox Avenue signal.

To further improve safety and to reinforce the crosswalk removal it is further recommended to install pedestrian barricades at pedestrian crosswalk locations on Beverly Boulevard at 21st Street. CALTRANS Standard Plan ES-7Q with supplemental R49 (NO PED CROSSING - USE CROSSWALK) sign will redirect pedestrians to the signalized crossing.

Alternatively, the City may desire to retain the crosswalk at Beverly Boulevard and 21st Street as a convenience to residents. In that case it would be highly recommended to install a traffic signal which offers greater pedestrian security. Due to its close proximity to the Wilcox signal it is further recommended to hardwire interconnect the two signals to facilitate smooth functionality.





Owner/Occupant
Montebello, CA 90640

NOTICE OF PUBLIC MEETING

Dear Owner/Occupant;

Please be advised that the Montebello Traffic and Safety Commission will be holding a public meeting in the Montebello City Hall Council Chambers, 1600 West Beverly Boulevard at 6:00 p.m. on Tuesday, November 12, 2019.

AGENDA ITEM 6-B: Public Meeting to remove crosswalk at 21st Street & Beverly Blvd and relocate to 20th Street and Beverly Blvd.

As an interested party you are invited to attend this public meeting to express your opinion and for questions that may arise from the Commission. However, if you cannot attend this meeting, you may send a representative who has knowledge regarding your concerns.

This public meeting is open to all interested persons. Any person wishing to speak in favor of, or against this proposal, may do so at the time and place stated above.

Any person wishing additional information regarding this matter may call the Montebello Engineering Division at (323) 887-1200 extension 460.

Dennis Barnes, City Traffic Engineer
Traffic and Safety Commission

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Division at 887-1200 extension 460. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28CFR35.102.104 ADA Title II)

AGENDA ITEM 6-B

C. Request to Update Current Policy from Traffic & Safety Commission meeting of August 7, 2019 and to add additional curb markings by Staff.

The new requested policy and updated curb marking limits to be implemented by staff are as follows:

1. Red Curbing – less than or equal to fifty feet (50') or adjacent to driveways to allow safe sight distance for motorists.
2. Green Curbing – parking limited to 30 minutes or less and up to two (2) spaces per commercial site. Each space would be 22 feet in length.
3. Yellow Curbing – commercial loading, up to two (2) spaces per commercial site. Each space would be 22 feet in length.

Add the following category

4. White Curbing – means no stopping, standing, or parking for any other purpose other than loading or unloading of passengers or mail deposit, which shall not exceed three minutes, and such restrictions shall apply between 7:00 a.m. and 6:00 p.m. of any day except Sundays and holidays except as follows:
 - When such zone is in front of a mail deposit box or when such zone is in front of a hotel, the restrictions shall apply at all times.
 - When such zone is in front of a theater, the restrictions shall apply at all times except when the theater is closed.
 - Length of white curb could be as long as 80 feet for special situations

All requests for curb markings exceeding the above limits would continue to follow the current process requiring a public hearing before the Traffic and Safety Commission for approval and installation.

Fiscal Impact:

N/A

Staff Recommendation:

It is recommended that the Traffic and Safety Commission approve this request to update the current policy for curb marking limits by staff.

7. **PUBLIC ORAL COMMUNICATIONS FROM THE AUDIENCE ON ITEMS NOT LISTED IN THE AGENDA**
8. **TRAFFIC AND SAFETY COMMISSION AND STAFF COMMENTS.**
 - A. TRAFFIC ENGINEERING/STAFF COMMENTS
 - B. POLICE DEPARTMENT COMMENTS
 - C. FIRE DEPARTMENT COMMENTS
 - D. TRAFFIC AND SAFETY COMMISSIONER COMMENTS
9. **ADJOURNMENT**

The next regular Traffic & Safety Commission meeting is scheduled for Wednesday December 4, 2019.

CITY OF MONTEBELLO
Traffic and Safety Commission
Minutes of October 2, 2019

The Traffic and Safety Commission meets at 6:00 p.m. on the day scheduled in the City Hall Council Chambers

1. MEETING CALLED TO ORDER at 6:00 p.m. by Commissioner Klemundt
2. A. PLEDGE OF ALLEGIANCE Led by Commissioner Torres
B. INVOCATION Given by Commissioner Lopez
3. ROLL CALL
Present: Commissioners: Klemundt, Torres, Lopez and Samaniego
Late: None
Absent: None
Staff Present: Director of Public Works Batson, City Traffic Engineer Barnes, Fire Department Scott Morton and Secretary Lacayo
Late: None
Staff Absent: City Engineer Kouri and Ltd David Kim – no message from PD.

AYES: 4 Commissioner Torres motioned to excuse City Engineer Kouri seconded by Commissioner Klemundt.
NAYES: 0
ABSTAIN: 0
4. APPROVAL OF MINUTES
AYES: 4 Commissioner Torres motioned to approve the minutes of September 4, 2019, seconded by Commissioner Samaniego.
NAYES: 0
ABSTAIN: 0
5. STAFF BRIEFINGS
A. Secretary Lacayo handed out: Approval to add Item D to the Agenda. Commissioner Torres motioned to approve Item D to the Agenda, seconded by Commissioner Lopez.

6. SCHEDULED MATTERS

- A. Presentation by Doug Benash on Traffic Engineering Basics for Traffic Commissioners.
- B. Request for Installation of a Traffic Signal or Lighted Crosswalks at Intersection of Lincoln Avenue and Hay Street.
- C. Request for Investigation of Safety Issues at Intersection of Maple Avenue at Victoria Avenue (near library) due to Speeding Vehicles.

A. Presentation on Traffic Engineering Basics for Traffic Commissioners given by Doug Benash, Infrastructure Engineers.

Doug Benash, Vice President of Engineering at Infrastructure Engineers serves as a consultant for several cities in California. He presented a brief presentation on the basic fundamentals for traffic engineering and the rules that need to be followed for traffic items.

All traffic devices that are installed on city streets are controlled by Manual of Uniform Traffic Control Devices (MUTCD). Stop signs, Traffic Signals, etc.; each one of those will have a warrant which will provide guidelines and requirements that have to be met in order for the specific device to be installed. Warrants cover traffic volumes, accident counts, and physical locations and anything peculiar about the intersection/location these all come into consideration and minimum thresholds indicated in the MUTCD that say yes/no that can be installed.

Dennis will then review the items and make a presentation to the Commission for action and provide a recommendation saying that it does or does not meet the warrant. If warrants are met it will move on to City Council for approval or denial. MUTCD gives the City liability protection for that device or accident where the device was installed.

Mr. Benash wanted to do the presentation to the new Commissioner's so they have a better understanding of what and why we do what we do.

We get supported data from CA Highway Patrol for the accident counts (has to be reported accidents) we review and see if that traffic control device can correct those accident types. We also do radar and speed surveys for scheduled speed limits these are defined by MUTCD and CA Vehicle Code these have to be completed every 5 years for radar enforcement.

Mr. Benash will get a copy of the handout to Roberta to give to the commissioner's.

Commissioner Samaniego asked if there was accident/fatality at an intersection and resident expressed concern and we decided not to do anything about it is there a liability towards the City?

Mr. Benash said the study would not let that happen. If we have a concern and we addressed it, does not comply with the warrant so does not get installed.

Commission Action:

No action need for this item.

B. Request for Installation of a Traffic Signal or Lighted Crosswalk at Intersection of Lincoln Avenue and Hay Street

Mr. Alejandro Macias, who resides at 2417 West Lincoln Avenue, filed a traffic service request application for the installation of a traffic signal or lighted crosswalk at this intersection of Lincoln Avenue and Hay Street. He stated that many drivers do not stop and many pedestrians use the crosswalks including Schurr High School students causing a safety issue.

Linda Nickols; address on file, read a letter presented by Commissioner David and his wife Camile, whom reside at 1401 W. Lincoln Ave, they are concerned about cars racing, speeding, traffic from Pomona Freeway to Lincoln Ave. which is being used as a short cut.

Linda Nickols, address on file, she spoke about Lincoln and Vail there have been (2) two separate deaths at this corner one was a four year old child and the other was a woman in a wheelchair. Her neighbor on 18th Street said that her home has been hit 3 times; she wants stop sign on Lincoln and Vail.

Commissioner Klemundt interrupted her as it did not pertain to the item on the Agenda, but to bring up during the Public Orals section of the meeting.

Commissioner Lopez asked if PD could look at traffic in the AM hours.

Commissioner Klemundt stated that it was brought up at a previous meeting; however, PD is very short staffed.

Commission Action:

Commissioner Torres motioned to install type D Markers, later motioned to amend his recommendation and to accept staff's recommendation to deny the applicant's request. But to approve the installation of type D markers at each intersection crosswalk and replacement of the two existing stop signs on Lincoln Ave. with solar powered blinker stop sign, seconded by Commissioner Samaniego.

AYES: 4
NAYES: 0
ABSTAIN: 0

C. Request for Investigation of Safety Issues at Intersection of Maple Avenue at Victoria Avenue (near library) due to Speeding Vehicles

Traffic Commissioner Louise Samaniego brought this item up at the September 4, 2019 Traffic and Safety Commission Meeting. She expressed concern that it was dangerous for pedestrians (including herself) to cross North Maple Avenue because cars are speeding and exceeding the speed limit.

City Traffic Engineer Barnes stated that the collision for this location showed no reported accidents for the past three years. Accident patterns provide clues for safety problems at an intersection.

Commissioner Lopez wanted to know why there are no crosswalks at Maple and Victoria and is there a reason why there are not any crosswalks.

City Traffic Engineer Barnes stated that the Vehicle Code states that you don't have to have a crosswalk painted on the ground, but at every intersection you are supposed to stop for pedestrians crossing a street.

Commissioner Klemundt stated he was told by previous engineer that by not having a crosswalk there people tend to be more cautious and usually will walk up to a location where there is a crosswalk.

Commission Action:

Commissioner Klemundt motioned to take staff recommendation to install two additional warning signs "Watch Downhill Speed" for southbound North Maple Avenue, seconded by Commissioner Lopez.

AYES: 3
NAYES: 1
ABSTAIN: 0

D. Request to Paint 80 feet Red Curb at existing Bus Stop on Montebello Boulevard near Harding Avenue.

Staff asked the Commission to add this item to the agenda as a subsequent need matter, the item is to add red curb at the existing bus stop on Montebello Blvd and Harding Avenue. Motion was made to add the item by Commissioner Torres and seconded by Commissioner Lopez.

A disabled resident made the request so they can enter and exit the bus without having to enter onto the street, the bus stop is not painted red and vehicles impede the bus driver from parking adjacent to the curb and allow passengers to board/de-board properly and safely onto/from the bus.

Commission Action:

Commissioner Torres motioned to approve installation of 80 feet of red curb at Montebello Blvd near Harding Avenue bus stop, as recommended by staff, seconded by Commissioner Lopez

AYES: 4
NAYES: 0
ABSTAIN: 0

7. PUBLIC ORAL COMMUNICATIONS FROM THE AUDIENCE ON ITEMS NOT LISTED IN THE AGENDA

- Linda Nikols, had a concern regarding Lincoln and Maple proposed roundabout if Fire Department Ladder Truck could get through, Commissioner Klemundt commented that the ladder truck is easier to maneuver than a car. Scott Morton from Fire Department stated that the Fire Department can make the same movement with the ladder truck as a Tahoe or Suburban can.

- Linda Nikols, discussed the warning light on Lincoln is still not working. Said it has not worked in the last 2 years.
- Linda Nikols, asked about signal light which was approved on 21st Street and Beverly Blvd by the Traffic & Safety Commission. She stated that the kids from the school cross there to go to McDonalds all the time and she feels that their life is more important than the cost of the light.

8. **TRAFFIC AND SAFETY COMMISSION AND STAFF COMMENTS.**

A. TRAFFIC ENGINEERING/STAFF COMMENTS

- City Traffic Engineer Barnes said that the Beverly Blvd TSSP Project plans are moving forward and will be turned into the City for review in about a month. Beverly at Poplar, Beverly at Garfield, and Beverly at 6th will receive a left turn phase.
- City Traffic Engineer Barnes said that the Washington Blvd. TSSP Project is underway; County Public Works has hired consultants to help with the workload so the Project is moving along.
- City Traffic Engineer Barnes said that it should be about 6-7 months and will bring back to the Commission for review.

B. POLICE DEPARTMENT COMMENTS Absent- NA

C. FIRE DEPARTMENT COMMENTS No comments at this time per Scott Morton.

D. TRAFFIC AND SAFETY COMMISSIONER COMMENTS

Commissioner Samaniego –

- Stated that Councilmember Torres asked her to pick up crossing at Montebello and Los Angeles saying it is dangerous to cross. This intersection was studied and improvements installed a couple of years ago.
- Mentioned 21st St and Beverly Blvd. dangerous for pedestrians crossing.
- Beverly Blvd speeding is very bad along the boulevard.

Commissioner Torres –

- Wanted to comment about Montebello and Los Angeles almost got hit due to cars speeding.

Commissioner Lopez – none

Commissioner Klemundt –

- Invited and reminded everyone that the Montebello Parade is Saturday, October 12th, make sure you all come.
- Thanked Danilo, good job with posting of signs for the parade.

9. **ADJOURNMENT**

The next regular Traffic & Safety Commission meeting is scheduled for Wednesday, November 6, 2019