

AGENDA

MONTEBELLO TRAFFIC & SAFETY COMMISSION

March 4, 2020

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

MIGUEL ALVAREZ
CITY ENGINEER

SCOTT MORTON
FIRE DEPARTMENT

RIA NELSON
TRAFFIC & SAFETY
SECRETARY

STEPHEN SHARPE
POLICE DEPARTMENT

1. **MEETING CALLED TO ORDER**
2.
 - A. **PLEDGE OF ALLEGIANCE**
 - B. **INVOCATION**
3. **ROLL CALL**
4. **APPROVAL OF MINUTES**
From the February 5, 2020 meeting
5. **STAFF BRIEFINGS**
No items continued from February 5, 2020 meeting
6. **SCHEDULED MATTERS**
 - A. Informational Item – Review of HSIP Cycle 7 Project for Various Intersection Improvements (FY 18-19) in Montebello – Discussion and Presentation by City Traffic Engineer.
 - B. Informational Item – Review of Traffic Safety Analysis for Wilcox Avenue and Via Paseo - Discussion and Presentation by City Traffic Engineer.

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. Review of Highway Safety Improvement Program (HSIP) Cycle 7 Projects for Various Intersection Improvements (FY 18-19) in Montebello – Discussion and Brief Presentation by City Traffic Engineer

The City Traffic Engineer will make a brief presentation on the three HSIP Cycle 7 projects that are scheduled for construction in the City of Montebello.

Background Information

City staff applied for three (3) Federal Aid Funded HSIP grants in 2015 for various safety improvements to address traffic engineering issues at three (3) intersections. A brief description follows to identify the requested safety improvements at each intersection, the date of application and a copy of the proposed traffic signal modification plan.

The intersection of Garfield Avenue and Via Campo - April 26, 2015

Upgrade signal hardware and improve signal timing for the intersection of Garfield Avenue and Via Campo. Based on an evaluation in 2014 and over a five (5) year period, this intersection had a total of 46 accidents which are susceptible to corrections by the proposed countermeasures (or improvements). Figure 1 provides an aerial view of the intersection and Figure 2 illustrates the proposed traffic signal modification.



Figure 1 - Aerial View of Via Campo at N Garfield Ave

AGENDA ITEM 6-A

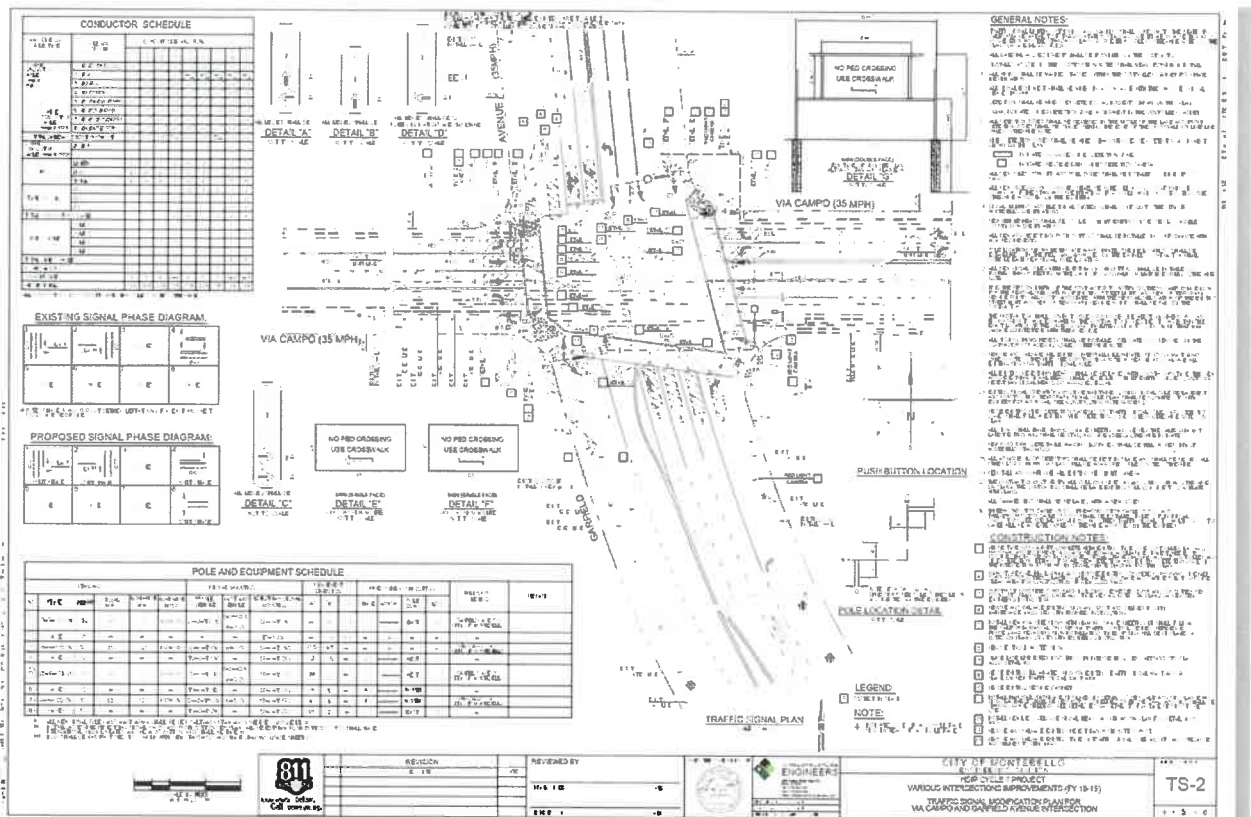


Figure 2 – Traffic Signal Modification Plan for Via Campo at Garfield Avenue

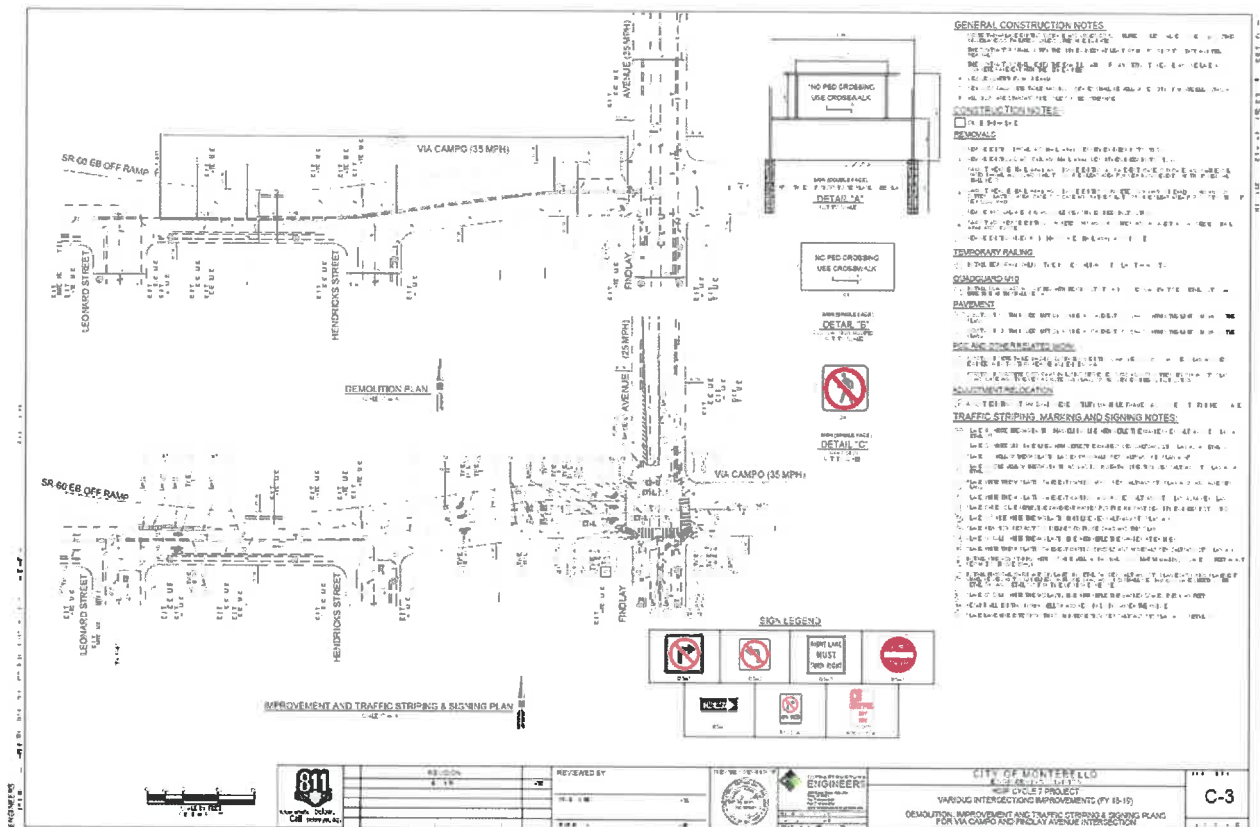
The intersection of Garfield Avenue and Whittier Boulevard - April 26, 2015

Upgrade the signal operation by installing a protected-permissive left-turn signal phase for all four (4) directions. The City conducted a left-turn study for the intersection of Garfield Avenue and Whittier Boulevard, which recommended installation of a protected-permissive left-turn phase on all of the four (4) intersection approaches. Figure 3 provides an aerial view of the intersection.



Figure 3 – Aerial View of Garfield Avenue and Whittier Boulevard

AGENDA ITEM 6-A



Fiscal Impact:

N/A

Staff Recommendation

Receive and file presentation, and direct staff to conduct a community meeting to gain residents and businesses input on the proposed improvements and finalize the Plans & Specifications for the improvements.

B. Informational Item - Review of Draft Traffic Safety Analysis for Wilcox Avenue and Via Paseo - Discussion and Presentation by City Traffic Engineer

The following information was obtained from the draft Traffic Safety Analysis Report submitted to the City recently for review and comment and prepared by Infrastructure Engineers.

The objective of this traffic safety analysis is to evaluate vehicle and pedestrian safety and determine the need and/or requirement for installation of traffic signal or other traffic improvements at the intersection of Wilcox Avenue with Via Paseo.

Background

Staff received a request to investigate vehicle and pedestrian safety at the intersection of Wilcox Avenue and Via Paseo. The following analyses were conducted as part of this study:

- Field investigation of site-specific conditions, intersection geometrics, sight distance, and potential physical obstructions,
- Review of peak-hour, 24-hour traffic count data, vehicular speeds and gap data,
- Review of traffic collision history for the past three years, and
- Review of applicable California Manual on Uniform Traffic Control Devices (CAMUTCD) signal warrants.

Wilcox Avenue at Via Paseo

The intersection of Wilcox Avenue and Via Paseo is a Tee intersection with Wilcox Avenue the north-south legs and Via Paseo forming the westerly leg of the intersection. Across the intersection (east of Wilcox Avenue) a driveway serves the commercial property at 830 N. Wilcox Avenue. No traffic controls are present on Wilcox Avenue. A stop sign and legend are posted on the eastbound Via Paseo approach. No stop sign or legend is present on the commercial driveway.

At the study intersection, Wilcox Avenue is a 4-lane undivided arterial with left-turn pockets painted to accommodate northbound and southbound left turns. The posted speed limit along this section of Wilcox Avenue is 35 MPH.

Via Paseo is a typical residential street providing one lane in each direction along with curbside parking. The prima facie speed limit on Via Paseo is 25 MPH however advisory 15 MPH speed signs are posted to encourage slower vehicle speeds. A high visibility school crosswalk is provided across Via Paseo west of Wilcox Avenue. This school crosswalk accommodates pedestrian flow from the signalized intersection approximately 740 feet north at the Montebello Plaza shopping center driveway continuing south to the signalized Hay Street intersection. The Hay Street intersection also serves Schurr High School on the east side of Wilcox Avenue. Figure 1 presents an aerial view of the intersection of Wilcox Avenue and Via Paseo while Figure 2 illustrates the surrounding area near the intersection and the nearby High School.



Figure 1 – Aerial View of N. Wilcox Avenue at Via Paseo

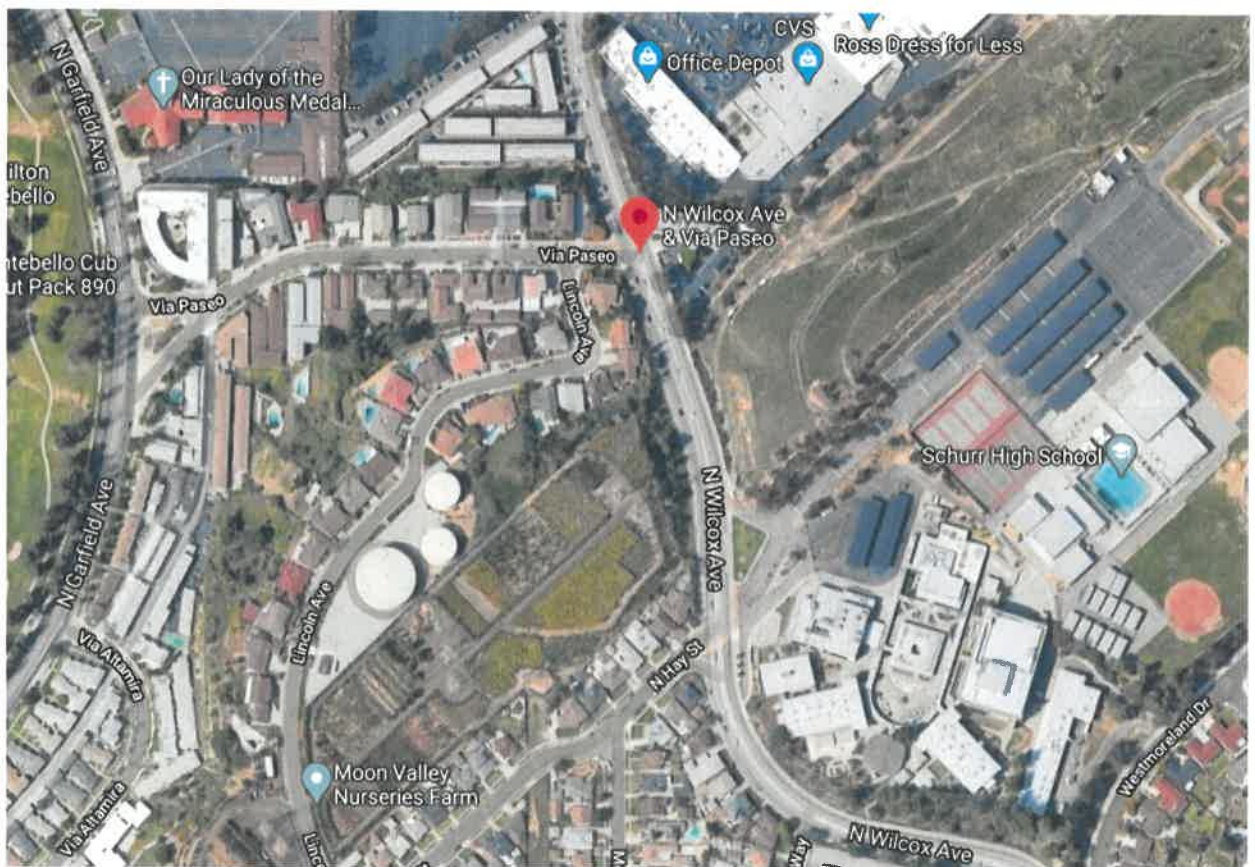


Figure 2 – Larger Aerial View of Area near N. Wilcox Avenue at Via Paseo

Traffic Counts

In order to evaluate traffic signal warrants in the California MUTCD, traffic volume counts were collected on Tuesday, December 3, 2019 which included manual counts with bike and pedestrians, and a gap study from 7:00 AM to 9:00 AM 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 intersection. Detailed peak-hour traffic count sheets are presented in Appendix A of the report.

Table 1
Manual Turning Movement Count Summary

Peak Hour Began	Northbound Wilcox Avenue Approach			Southbound Wilcox Avenue Approach			Eastbound Via Paseo Approach			Westbound 830 Wilcox Driveway Approach		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	56	1,072	2	4	542	185	83	1	105	0	0	2
5:00 PM	27	814	7	4	958	237	145	0	44	7	1	11

Source: City Traffic Counters - 12/03/2019

Table 2 summarizes the peak-hour pedestrian and bicycle volumes at the intersection.

Table 2
Manual Pedestrian and Bicycle Count Summary

7:00 - 8:00 AM 3:00 - 4:00 PM	Crossing Wilcox Avenue North Leg	Crossing Wilcox Avenue South Leg	Crossing Via Paseo West Leg	Crossing 830 Wilcox Driveway East Leg
PED AM	0	1	31	29
BIKE AM	0	0	1	0
PED PM	0	1	100	24
BIKE PM	0	1	2	0
TOTAL PEDS	Crossing Wilcox Avenue		Crossing Via Paseo / Driveway	
	2		184	

As shown in Table 2, only 2 pedestrians and one bicycle were observed crossing Wilcox Avenue during the AM and PM peak hours. However, a significant number of pedestrians cross Via Paseo during the PM peak hour. This pedestrian activity is attributable to Schurr High School approximately 800 feet south past Via Paseo.

A nominal number of bicycles were observed at this intersection. Primarily due to the significant grade along Wilcox Avenue. That grade would make it difficult for cyclists.

Traffic Collision History

Traffic collision records for the intersection of Wilcox Avenue and Via Paseo were reviewed over a 3- year period. Collision history was provided by the Statewide Integrated Traffic Records System (SWITRS). Table 5 presents a summary of the reported collisions grouped by year.

Table 5
Traffic Collision Summary

Intersection	2016 to 2017	2017 to 2018	2018 to 2019
Wilcox Avenue & Via Paseo	1	1	1

SWITRS Collisions Reported Between 11/21/2016 and 11/22/2019

As shown in Table 5 a total of one (1) collision was reported in each of the three years at the intersection of Wilcox Avenue and Via Paseo.

Review of traffic collision history provides information relative to collision patterns which may exist that could be reduced by implementation of some type of traffic control device and/or other corrective measure. Typically, traffic professionals consider a total of five (5) or more collisions within a one-year period as justifying further investigation into traffic improvement measures. Less than 5 collisions per year is considered below the industry average of expected collisions.

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 (CA-MUTCD).

- Warrant 1 Eight Hour Vehicular Volume
 - Condition 1A – Minimum Vehicular Volume
 - Condition 1B – Interruption of Continuous Traffic
 - Condition 1C – Combination of Condition A and B
- Warrant 2 Four Hour Vehicular Volume
- Warrant 3 Peak Hour Volume
- Warrant 4 Pedestrian Volume Warrant
- Warrant 5 School Crossing Warrant
- Warrant 6 Coordinated Signal System Warrant
- 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 CA-MUTCD that were 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 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 6 summarizes the results of our signal warrant analysis for the intersection of Wilcox Avenue and Via Paseo.

Table 6
Signal Warrant Summary

Major:	Wilcox Avenue	Satisfied
Minor:	Via Paseo / 830 N. Wilcox Avenue	
WARRANT 1 - Eight Hour Vehicular Volume		80%
Condition 1A - Minimum Vehicle Volume		YES
Condition 1B - Interruption of Continuous Traffic		YES
Conditions 1C – Combination of Conditions A & B		YES
WARRANT 2 - Four Hour Vehicular Volume		NO
WARRANT 3 - Peak Hour		NO
WARRANT 4 - Pedestrian Volume		NO
WARRANT 5 - School Crossing		N/A
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 6, Warrant 1, Condition 1A is satisfied at 80%. It should be noted minimum volumes were 100% satisfied for 7 of the 8 hours and one (1) hour only met the 80% threshold. Also Condition 1B and 1C volume warrants were satisfied. Some of the warrants were not applicable and other signal warrants were not satisfied. A gap study has been included in this analysis to determine what gaps exist.

Gap Study

A gap study analysis was conducted for the left-turn vehicles from Via Paseo and the commercial driveway. This was done to determine if there was available time for the drivers to make a left turn onto Wilcox Avenue. A minimum of nine seconds is needed for a vehicle to safely make a left turn from a driveway. Gaps in northbound (downhill) and southbound (uphill) traffic were recorded. As expected, due to increased downhill speeds there were shorter gaps in northbound (downhill) Wilcox Avenue traffic. The gap study observed 358 total gaps and only 59 of nine seconds or greater for AM peak hour. During the PM peak hour 343 gaps were counted, of which 85 were nine seconds or greater.

Based on this given information, it was determined there are few gaps adequate for motorists on Via Paseo or the commercial driveway to negotiate left turns onto Wilcox Avenue.

Conclusions

The following conclusion are noted.

1. No stop sign or stop legend is present at the commercial driveway serving 830 N. Wilcox Avenue intersection with Wilcox Avenue.
2. Based on CA-MUTCD recommendations, adequate intersection sight distance exists based on safe stopping sight distance.
3. Traffic collision history indicates infrequent collisions reported and no pattern of collisions susceptible to correction by installing additional traffic control devices.
4. The intersection of Wilcox Avenue and Via Paseo satisfies the traffic volume warrant requirements for signalization.
5. There is only a limited number of peak-hour gaps in traffic along Wilcox Avenue to accommodate left-turns from Via Paseo or the driveway.

Installation of a traffic signal at the intersection of Wilcox Avenue and Via Paseo can be justified based on satisfaction of the traffic volume warrants and infrequency of acceptable peak hour gaps in traffic along Wilcox Avenue.

Fiscal Impact:

The estimated cost for a new traffic signal is estimated at \$300,000 to \$350,000.

Staff Recommendation

Receive and file presentation, and direct staff to conduct a community meeting to gain residents and businesses input on the proposed improvements and present the findings to the City Council at a future meeting.

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, April 1, 2020.

CITY OF MONTEBELLO
Traffic and Safety Commission
Minutes of February 5, 2020

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, Police Department Sargent Stephen Sharpe and Secretary Lacayo

Late: None

Staff Absent: City Engineer Kouri will no longer be attending, introduced new City Engineer Miguel Alvarez

AYES: 4 Commissioner Torres motioned to excuse City Engineer Kouri seconded by Commissioner Samaniego.

NAYES: 0

ABSTAIN: 0

4. APPROVAL OF MINUTES

AYES: 4 Commissioner Torres motioned to approve the minutes of November 12, 2019, seconded by Commissioner Lopez.

NAYES: 0

ABSTAIN: 0

5. STAFF BRIEFINGS

At the November 12, 2019 Commission Meeting, Item 6-C was to be addressed at a future date, please be advised that the item was presented to City Council and the City Council took action on the item. At the February 26, 2020, City Council meeting, the City Council will be presented with the design for a new enhanced crosswalk at the intersection of Beverly Blvd and 20th Street.

6. SCHEDULED MATTERS

- A. Request for installation of Blue Curb at 401 N. Taylor Avenue
- B. Traffic Calming along Roosevelt and Bluff Road

A. Request for Installation of Blue Curb at 401 N. Taylor

Mr. Ruben Caldera, resident at 401 North Avenue submitted a Traffic Service Request Application for installation of an on-street handicapped parking space on the side street of his residence. He has been issued a disabled person placard. Proof of residency has been verified. Per staff's investigation, the residence is a single family home in a residential neighborhood. On-street parking is available on Taylor Avenue and Harding Avenue from an aerial view and field review, there appears to be a more direct access to his residence on-site via the garage at the side of his home. The residence on-site garage should be utilized for handicapped parking when possible per the City's policy.

Another reason for denial is that the existing garage is approximately 15.82 feet wide which is greater than the 14 feet wide requirement per City Guideline Number 32 for On-Street Disabled Parking. Staff recommendation is to deny the request since there is direct accessible parking space in the applicant's garage. Also, the existing garage width is greater than City Guideline Number 32 requirements of 14 feet.

Many residents spoke in favor of the blue curb request as they felt that the applicant could really benefit from parking on the street in front of his property. After the Commissioner's hearing from the many residents and applicant Mr. Caldera, it was confirmed that the resident's garage does not have direct access into the house so the resident would have to come out of the garage down the driveway (which has a steep slope) with his walker and then walk into the house. Parking on the street would provide the most direct and accessible parking for the handicapped individual.

Commission Action:

Commissioner Klemundt motioned to reverse staff's recommendation and to approve the blue curb on the Harding Avenue side, seconded by Commissioner Torres.

AYES:	4
NAYES:	0
ABSTAIN:	0

B. Traffic Calming along Roosevelt Avenue and Bluff Road

Mr. Scott Harding resident at 401 S. Bluff Road, submitted a Traffic Service Request Application due to vehicles speeding along Roosevelt Avenue and Bluff Road. He stated that vehicles do not stop at the stop signs and within the last 12 months there have been 2 accidents. In response to Mr. Harding's request, staff reviewed available speed survey data and accident data in the City files for the period of 2017-2018. There was only one reported injury accident during this time period.

Possible options to increase safety at the intersection of Bluff Road and Roosevelt Avenue are as follows:

1. Installation of two solar powered blinker stop signs on Bluff Road is estimated to cost \$11,200 based on the Appian Way at Vail Avenue installation costs.
2. Installation of the type D markers on each crosswalk is estimated to be \$1,500.
3. Install four (4) new speed limit signs at an estimated cost of \$500 each or a total cost of \$2,000.

Several residents spoke about their concerns of vehicles traveling too fast along Bluff Road. The following is a summary of their concerns; many people use it as a cut-through, the traffic never stops and backs up, several have had their parked cars hit, it's very dangerous trying to enter or exit driveways.

Several residents also spoke about a business "Magic Laundry" on Roosevelt they have large semi-trucks using Bluff Road to go back and forth from the business (Bluff Road is not a truck route). Commission asked the Police Department for extra patrol and start issuing tickets.

Commission Action:

Commissioner Torres motioned to approve staff's recommendations (Item # 1, 2 and 3), seconded by Commissioner Samaniego.

AYES:	4
NAYES:	0
ABSTAIN:	0

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

Ms. Elizabeth Arenas brought up her concern regarding Paramount Boulevard and Montebello Boulevard that vehicles do not stay in there lane, the striping is faded and should be re-stripped before there is an accident.

Director of Public Works Director Batson stated the intersection can be re-stripped by the City's striping contractor and that the intersection will be improved as part of the Montebello Hills Project.

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

A. **TRAFFIC ENGINEERING/STAFF COMMENTS**

- City Traffic Engineer Barnes gave an update on study from City Council, study was submitted for 21st Street and Beverly Boulevard to move the crosswalk to 20th Street to eliminate students from crossing 21st Street. The crosswalk at 21st Street would be removed and a new enhanced crosswalk will be installed at 20th Street. This item will go to City Council on February 26th for approval.

B. **POLICE DEPARTMENT COMMENTS**

- Sargent Sharpe introduced 2 new motor officers they will be more visible, the Chief dedicated this to help make things better.

C. **FIRE DEPARTMENT COMMENTS**

None

D. **TRAFFIC AND SAFETY COMMISSIONER COMMENTS**

Commissioner Samaniego –

- Bluff Road issue she wanted to reiterate that the public was heard.
- 6th Street and Beverly Boulevard cars are always running red lights.

Commissioner Lopez –

- Wanted to bring to staff attention the speeding occurring up and down the hill on Wilcox and Via Paseo.
- At Via Paseo off Wilcox, can we paint the north side of curb red, as cars come around corner parked vehicles can be hit.

Commissioner Torres –

- Asked about parking on ADA ramps
- Asked about the “No Truck Route” sign missing on Bluff Road and Washington Boulevard, when it will be installed.
- Light stays red too long on Vail and Washington
- What about the “No right turn on Red” sign on Washington and Bluff Road

Commissioner Lopez –

- None

Commissioner Klemundt

- None

9. ADJOURNMENT

The next regular Traffic & Safety Commission meeting is scheduled for Wednesday, March 3, 2019 at 6:00pm.