



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, JULY 29, 2024 AT 6:00 PM

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA**

**COMMISSION MEMBERS
VINCENT LA ROCCA, CHAIR
RUBEN BEAS, VICE-CHAIR
ESTHER MARES, COMMISSIONER
MARIA KNOX, COMMISSIONER
DANIELLE ROMERO, COMMISSIONER**

**CITY STAFF
RAUL ALVAREZ, CITY MANAGER
CESAR ROLDAN, DIRECTOR OF PUBLIC WORKS
JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
PAUL ESPINOSA, POLICE CHIEF

AUSTIN A. CHING, DEPUTY CITY ATTORNEY**

NOTICES

This Traffic and Safety Commission Meeting will be held in person and will meet at **City Hall – City Council Chambers, 1600 West Beverly Boulevard, Montebello, California.** The meeting will be live streamed and can be watched on the City's website at: <https://cityofmontebello.com/government/live-streaming.html>, and may also be viewed on Spectrum Public Access Channel 3 for all Spectrum cable subscribers.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact Jeremy Melendez at (323) 887-1200 ext. 1427 Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact us 24 hours before this meeting.

PUBLIC COMMENTS:

In-Person: For those interested in participating during the Public Comment period(s) or public testimony period for Public Hearings of the Commission meetings, you may address the Commission in person on the day of the meeting. Speakers will be required to complete a speaker card provided at the door and submit it to Jeremy Melendez, Management Analyst, prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received.

RULES OF DECORUM:

Pursuant to Section 54957.95 of the Government Code, the presiding member of the legislative body conducting a meeting, or their designee, is authorized to remove, or cause the removal of, an individual for disrupting the meeting. Any such removal will be preceded by a warning to the disruptive individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to promptly cease their disruptive behavior may result in their removal.

AGENDA MATERIALS: The agenda and agenda packet related to items on this agenda are available for public inspection at City's website at: <https://www.cityofmontebello.com/government/commission.html>. The agenda cover sheets may also be emailed upon request.

IN CONSIDERATION OF OTHERS, PLEASE TURN OFF, OR MUTE, ALL CELL PHONES AND PAGERS
THANK YOU FOR YOUR COOPERATION

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

STAFF COMMUNICATIONS

PUBLIC COMMENTS (30 MINUTES)

At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

MINUTES

1. APPROVAL OF TRAFFIC AND SAFETY COMMISSION MINUTES - JUNE 24, 2024

RECOMMENDATION: Approve minutes as written.

REGULAR BUSINESS

2. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 3RD STREET AND LOS ANGELES AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of 3RD Street and Los Angeles Avenue
2. Approve staff recommendation to install red curb at the intersection of 3RD Street and Los Angeles Avenue

3. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CALLE CINCO AND ROOSEVELT AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Calle Cinco and Roosevelt Avenue;
2. Approve staff recommendation to install red curb at the intersection of Calle Cinco and Roosevelt Avenue.

4. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CAROB WAY AND FRANKEL AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Carob Way and Frankel Avenue.

5. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CAROB WAY AND OAKWOOD STREET

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Carob Way and Oakwood Street.

6. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF COLEGROVE AVENUE AND PARK AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Colegrove Avenue and Park Avenue;
2. Approve staff recommendation to install red curb at the intersection of Colegrove Avenue and Park Avenue.

7. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF COLEGROVE AVENUE AND TAYLOR AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Colegrove Avenue and Taylor Avenue; and
2. Approve staff recommendation to install red curb at the intersection of Colegrove Avenue and Taylor Avenue.

8. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF LINCOLN AVENUE AND VAIL AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Lincoln Avenue and Vail Avenue
2. Approve staff recommendation to install red curb at the intersection of Lincoln Avenue and Vail Avenue

9. COMMERCIAL LOADING ZONE AT 1406 DATE STREET

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Approve the installation of a commercial loading zone at 1406 Date Street;
2. Approve the installation of red curb at the intersection of Date Street and Maple Avenue.

COMMISSION/COMMITTEE ORALS

Member announcements; requests for future agenda items; conference/meetings reports.

10. CHAIR VINCENT LARocca

1. Restripe traffic lines near Schurr High School.

11. VICE-CHAIR RUBEN BEAS**12. COMMISSIONER DANIELLE ROMERO****13. COMMISSIONER MARIA KNOX****14. COMMISSIONER ESTHER MARES****ADJOURNMENT**

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on August 26, 2024 at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Jeremy Melendez, Management Analyst for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before Thursday, July 25, 2024 at 5:30 p.m.



Jeremy Melendez, Management Analyst



**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING AGENDA**

MINUTES

MONDAY, JUNE 24, 2024 AT 6:00 PM

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA**

OPENING CEREMONIES

Commissioner Romero led the pledge of Allegiance.

CALL TO ORDER

Vice-Chair Beas called the meeting to order at 6:07 p.m.

ROLL CALL

Members present were Vice-Chair Beas, Commissioner Mares, Commissioner Knox, and Commissioner Romero.

Director Roldan, City Traffic Engineer Bagheri, Commission Liaison Melendez and Public Works Management Analyst Leyva were also present.

CORRECTIONS TO THE AGENDA

None.

PRESENTATIONS

None.

PUBLIC COMMENTS (30 MINUTES)

At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

The City Clerk's Office acknowledged ____ (__) member(s) of the public wishing to address the Traffic and Safety Commission . Speaker(s) was/were provided three minutes to address the City Council and said speaker card(s) is/are on file at the City Clerk's office.

MINUTES

1. APPROVAL OF TRAFFIC AND SAFETY COMMISSION MINUTES - MAY 28, 2024

RECOMMENDATION: Approve minutes as written

Commissioner Knox motioned, seconded by Commissioner Mares, to approve the minutes as written; the motion passed with 3 votes.

3 yes

1 abstention

1 absent

REGULAR BUSINESS

2. TIME-LIMIT PARKING CHANGES TO 4TH STREET PREFERENTIAL PARKING DISTRICT FROM 4TH STREET AND WASHINGTON BOULEVARD TO 110 FEET SOUTH OF WASHINGTON BOULEVARD

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the request to change time-limit parking restrictions on 4th Street Preferential Parking District (PPD) to "No Parking 7PM to 6AM Monday-Friday, 7PM-10AM Saturday to Sunday Permits Exempted" and "2-hr parking from 10AM to 7PM Daily" on 4th Street from Washington Boulevard to approximately 110-foot south of Washington Boulevard, as shown on Attachment "C".

Traffic Engineer Bagheri provided a brief presentation.

The Commissioners had no questions.

Commissioner Knox motioned, seconded by Commissioner Mares; the motion passed unanimously.

3. RED CURB INSTALLATION AT THE ACCESS DRIVEWAY FOR PROPERTY LOCATED AT 440 S BLUFF ROAD

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve installation of red curb at access driveway for property at 440 S Bluff Road shown on Attachment C.

Traffic Engineer Bagheri provided a brief presentation.

Commissioner Knox questioned if installation of the red curb was requested due to cars parking in the area.

Traffic Engineer Bagheri confirmed the commissioner Knox's question.

Commissioner Knox understood the request due to on-coming traffic, parked cars in the corner blocked visibility.

Commissioner Mares asked if the conclusion came from the City of if a resident had requested the agenda item.

The Traffic Engineer confirmed that the City observed the area and that the request came from a resident.

Commissioner Mares commented that she drives by there and sees that 5–6 vehicles are parked there.

Commissioner Romero motioned, seconded by Commissioner Knox; the motion passed unanimously.

4. APPLIED TECHNOLOGY CENTER HIGH SCHOOL — REQUEST TO IMPROVE STUDENTS' SAFETY DURING DROP-OFF AND PICK UP HOURS

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Review and approve recommended operational improvements as shown on Attachment C.

Traffic Engineer Bagheri provided a brief presentation.

Commissioner Knox questioned if the item was taken to the May 28, 2024, meeting.

Traffic Engineer Bagheri confirmed that it was taken to the meeting prior.

Commissioner Knox asked if Chair LaRocca had requested to add a crosswalk at the meeting prior and if it was added to the June 24, 2024 agenda.

Traffic Engineer Bagheri confirmed that the Chair had requested the crosswalk and that it was added to the agenda.

Vice-Chair Beas asked if the right-turn only sign would be located at Mines Ave.

Traffic Engineer Bagheri confirmed, stated that the school principal requested the right-turn only sign for people to exit.

Vice-Chair Beas asked if an officer would be present to enforce the right-turn only sign.

The Traffic Engineer stated that this would require police enforcement.

Director Roldan elaborated that at the previous presentation, the implementation of the right-turn only sign would take place at the end of August. When children are back in school, a police officer will need to be present due to red curb markings as well. Stated option 2 may be the best option.

Traffic Engineer reiterated that option 2 was also the school's choice.

Commissioner Romero motioned, seconded by Commissioner Knox; the motion passed unanimously.

5. RED CURB INSTALLATION AT CAROB WAY AND OAKWOOD STREET

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve installation of red curb as shown in Attachment C.

Traffic Engineer Bagheri provided a brief presentation.

Commissioners did not have comments/ questions.

Commissioner Knox motioned, seconded by Commissioner Romero; the motion passed unanimously.

6. RED CURB INSTALLATION AT VIA ACOSTA AND VIA ALTAMIRA

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve installation of red curb as shown on Attachment C

Traffic Engineer Mike Bagheri provided a brief presentation, stated that Public Works Personnel sent notification letters to the residents and received a few emails from residents who opposed.

Vice-chair Beas questioned if 3 parking spaces would be lost within the area.

Traffic Engineer Mike Bagheri confirmed that 3 would be lost.

Commissioner Romero asked what was the reason for the opposition that came from the residents who emailed.

Traffic Engineer Bagheri stated that those who opposed wanted to park closer to their residents and had trouble finding parking spaces at night.

Commissioner Knox commented statification towards the agenda item.

Commissioner Knox motioned, seconded by Commissioner Romero; the motion passed unanimously.

COMMISSION/COMMITTEE ORALS

Member announcements; requests for future agenda items; conference/meetings reports.

7. CHAIR VINCENT LARocca

8. VICE-CHAIR RUBEN BEAS

1. Wilcox Elementary after school traffic on Lincoln Avenue, between Wilcox Avenue and Donna Way

Vice-Chair Beas stated that enforcement is required within the area around the school, asked if enforcement can take place when children are present during the school year.

9. COMMISSIONER MARIA KNOX

10. COMMISSIONER DANIELLE ROMERO

11. COMMISSIONER ESTHER MARES

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on July 29, 2024 at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Jeremy Melendez, Management Analyst for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before Thursday, June 20, 2024 at 6:00p.m.



Jeremy Melendez, Managment Analyst

Vice-Chair Beas moves to adjourn. Commissioner Knox motioned, seconded by Commissioner Mares to adjourn the meeting at 6:36 p.m.

THE MINUTES OF JUNE 28, 2024 ARE HEREBY APPROVED AND ADOPTED ON THIS 29TH DAY OF JULY 2024.



ITEM # 2

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez

BY: Mike Bagheri, Traffic Engineer

SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 3RD STREET AND LOS ANGELES AVENUE

DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of 3RD Street and Los Angeles Avenue
2. Approve staff recommendation to install red curb at the intersection of 3RD Street and Los Angeles Avenue

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all-way stop controls at the intersection of 3rd Street and Los Angeles Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meet the warrant requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volumes counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this, red curb must be installed on all approaches to the studied intersection. The recommended red curb installation should improve safety for all modes of travel at the intersection. The recommended red curb installation will result in the loss of one parking space.

LEGAL REQUIREMENT:

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle

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within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- 3rd St. and Los Angeles Ave. Warrant Study
2. Attachment B- 3rd St. and Los Angeles Ave. Recommended Red Curb

Study Name: 3rd St and Los Angeles Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Eastbound: Los Angeles Ave**

Number of Lanes : 2+

Total Approach Volume: 3,900

Westbound: Los Angeles Ave

Number of Lanes :2+

Total Approach Volume: 1,275

Minor Street Approaches**Northbound: 3rd Street**

Number of Lanes :2+

Total Approach Volume: 259

Southbound: 3rd Street

Number of Lanes :2+

Total Approach Volume: 388

Warrant Summary (Urban Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
 If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
 Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (4).
 Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:45 - 17:45	600	413.9	38	42.6	300	200	No
18:15 - 19:15	545		40				
07:15 - 08:15	484		68				
14:15 - 15:15	453		45				
15:45 - 16:45	414		40				
08:15 - 09:15	277		43				
13:15 - 14:15	263		40				
19:15 - 20:15	275		27				
12:00 - 13:00	233		39				
11:00 - 12:00	213		28				
09:30 - 10:30	189		29				
06:15 - 07:15	148		33				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:45 - 17:45	600	413.9	38	42.6	240	160	No
18:15 - 19:15	545		40				
07:15 - 08:15	484		68				
14:15 - 15:15	453		45				
15:45 - 16:45	414		40				
08:15 - 09:15	277		43				
13:15 - 14:15	263		40				
19:15 - 20:15	275		27				
12:00 - 13:00	233		39				
11:00 - 12:00	213		28				
09:30 - 10:30	189		29				
06:15 - 07:15	148		33				

3rd St and Los Angeles Ave - Collision History

3/30/2019 to 3/30/2024





3rd Street and Los Angeles Street



ITEM # 3

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez

BY: Mike Bagheri, Traffic Engineer

SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CALLE CINCO AND ROOSEVELT AVENUE

DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Calle Cinco and Roosevelt Avenue;
2. Approve staff recommendation to install red curb at the intersection of Calle Cinco and Roosevelt Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department has received a resident request to install all-way stop controls at the intersection of Calle Cinco and Roosevelt Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this, red curb must be installed on all approaches to the studied intersection. The recommended red curb installation should improve safety for all modes of travel at the intersection. The recommended red curb installation will result in the loss of one parking space.

LEGAL REQUIREMENT:

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Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Calle Cinco and Roosevelt Ave. Warrant Study
2. Attachment B- Calle Cinco and Roosevelt Ave. Recommended Red Curb

Study Name: Calle Cinco and Roosevelt Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Eastbound: Roosevelt Ave**

Number of Lanes : 2+

Total Approach Volume: 1,823

Westbound: Roosevelt Ave

Number of Lanes :2+

Total Approach Volume: 1,138

Minor Street Approaches**Northbound: Calle Cinco**

Number of Lanes :2+

Total Approach Volume: 642

Southbound: N/A

Number of Lanes :2+

Total Approach Volume: 0

Warrant Summary (Urban Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
 If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
 Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (4).
 Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
11:00 - 12:00	273	200.6	22	36.4	300	200	No
07:15 - 08:15	237		64				
17:45 - 18:45	212		26				
08:15 - 09:15	204		54				
16:45 - 17:45	183		25				
15:00 - 16:00	171		32				
18:45 - 19:45	166		39				
13:45 - 14:45	159		29				
12:45 - 13:45	150		28				
19:45 - 20:45	126		46				
09:15 - 10:15	121		36				
20:45 - 21:45	121		27				

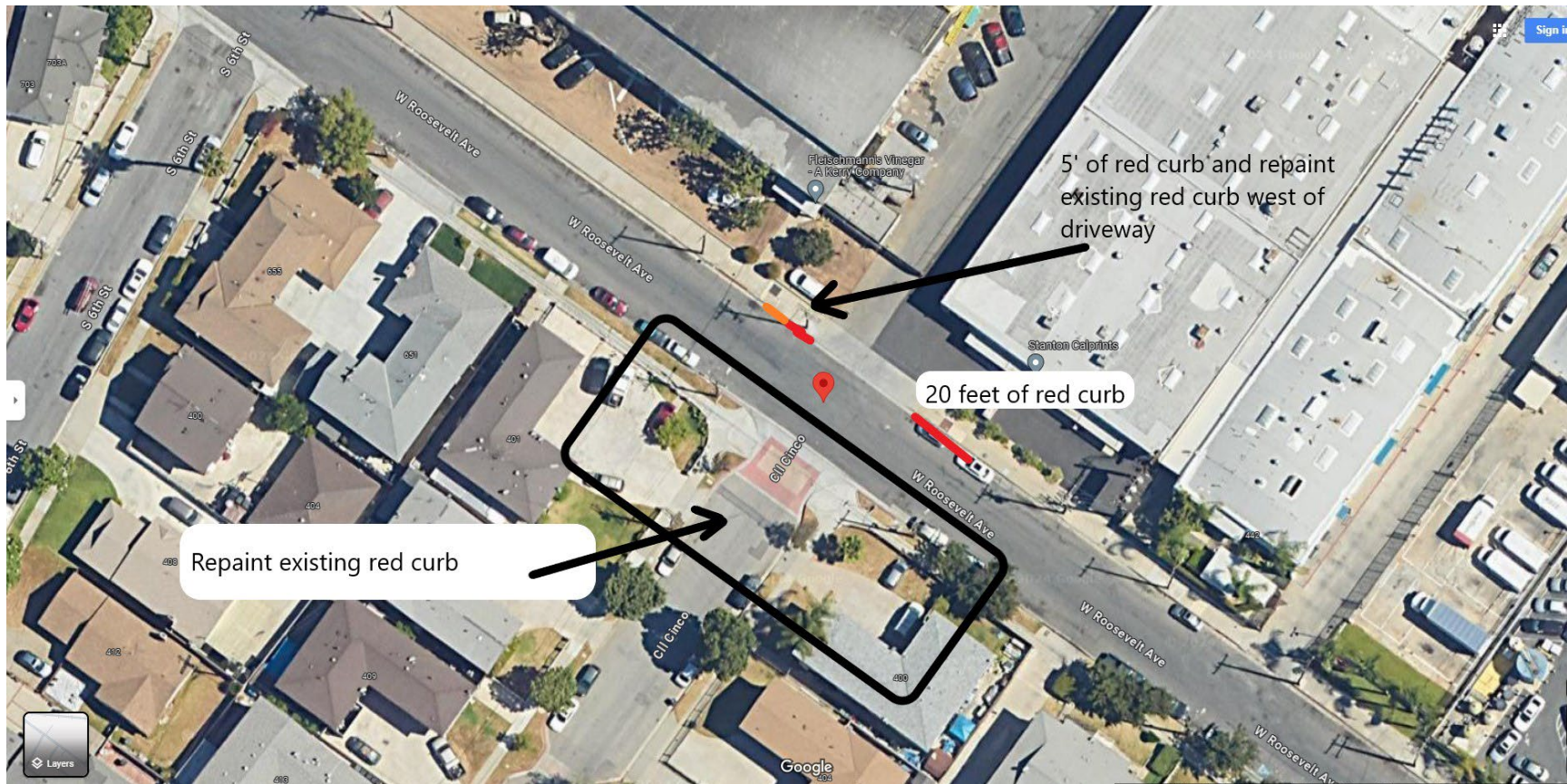
Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
11:00 - 12:00	273	200.6	22	36.4	240	160	No
07:15 - 08:15	237		64				
17:45 - 18:45	212		26				
08:15 - 09:15	204		54				
16:45 - 17:45	183		25				
15:00 - 16:00	171		32				
18:45 - 19:45	166		39				
13:45 - 14:45	159		29				
12:45 - 13:45	150		28				
19:45 - 20:45	126		46				
09:15 - 10:15	121		36				
20:45 - 21:45	121		27				

Calle Cinco and Roosevelt Ave- Collision History

3/30/2019 to 3/30/2024





Calle Cinco and Roosevelt Avenue



ITEM # 4

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez
BY: Mike Bagheri, Traffic Engineer
SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CAROB WAY AND FRANKEL AVENUE
DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Carob Way and Frankel Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all way stop controls at the intersection of Carob Way and Frankel Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

- D. Where no single criterion is satisfied, but where Criteria B, C.1 and C. 2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the study intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

2. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Red curb at Carob Way and Frankel Avenue Street intersection had been previously installed.

CONCLUSION:

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Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the item as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Carob Way and Frankel Ave. Warrant Study

Study Name: Carob Way and Frankel Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Northbound: Carob Way**

Number of Lanes : 2+

Total Approach Volume: 298

Southbound: Carob Way

Number of Lanes :2+

Total Approach Volume: 322

Minor Street Approaches**Eastbound: Frankel Ave**

Number of Lanes :2+

Total Approach Volume: 234

Westbound: Frankel Ave

Number of Lanes :2+

Total Approach Volume: 259

Warrant Summary (Urban Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
 If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
 Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (4).
 Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
13:00 - 14:00	51	42.1	25	36.6	300	200	No
14:30 - 15:30	47		39				
07:30 - 08:30	44		36				
16:45 - 17:45	41		42				
17:45 - 18:45	40		49				
19:30 - 20:30	39		26				
11:45 - 12:45	38		41				
15:30 - 16:30	37		35				
09:45 - 10:45	32		24				
10:45 - 11:45	27		20				
20:45 - 21:45	26		16				
08:30 - 09:30	23		23				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
13:00 - 14:00	51	42.1	25	36.6	240	160	No
14:30 - 15:30	47		39				
07:30 - 08:30	44		36				
16:45 - 17:45	41		42				
17:45 - 18:45	40		49				
19:30 - 20:30	39		26				
11:45 - 12:45	38		41				
15:30 - 16:30	37		35				
09:45 - 10:45	32		24				
10:45 - 11:45	27		20				
20:45 - 21:45	26		16				
08:30 - 09:30	23		23				



Carob way and Frankel Ave- Collision History

3/31/2021 to 3/31/2024



ITEM # 5

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez
BY: Mike Bagheri, Traffic Engineer
SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF CAROB WAY AND OAKWOOD STREET
DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Carob Way and Oakwood Street.

BACKGROUND/DISCUSSION:

The Public Works Department has received a resident request to install all-way stop controls at the intersection of Carob Way and Oakwood Street.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the study intersections. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Red curb at Carob Way and Oakwood Avenue had been previously installed.

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the item as recommended.

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29,
2024**

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ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Carob Way and Oakwood St. Warrant Study

Study Name: Carob Way and Oakwood St

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Eastbound: Oakwood St**

Number of Lanes : 2+

Total Approach Volume: 376

Westbound: Oakwood St

Number of Lanes :2+

Total Approach Volume: 228

Minor Street Approaches**Northbound: Carob Way**

Number of Lanes :2+

Total Approach Volume: 122

Southbound: Carob Way

Number of Lanes :2+

Total Approach Volume: 291

Warrant Summary (Urban Values Apply)**Criteria A - Interim Measure**..... **Not Evaluated**

If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**

Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**

Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**

Number of crashes (0) is less than minimum required (4).

Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:45 - 18:45	55	42.6	43	27.8	300	200	No
07:30 - 08:30	49		25				
15:15 - 16:15	42		28				
13:45 - 14:45	42		23				
19:45 - 20:45	40		22				
16:30 - 17:30	39		41				
12:15 - 13:15	38		26				
09:15 - 10:15	36		14				
06:30 - 07:30	34		18				
11:00 - 12:00	33		23				
20:45 - 21:45	25		18				
18:45 - 19:45	23		26				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:45 - 18:45	55	42.6	43	27.8	240	160	No
07:30 - 08:30	49		25				
15:15 - 16:15	42		28				
13:45 - 14:45	42		23				
19:45 - 20:45	40		22				
16:30 - 17:30	39		41				
12:15 - 13:15	38		26				
09:15 - 10:15	36		14				
06:30 - 07:30	34		18				
11:00 - 12:00	33		23				
20:45 - 21:45	25		18				
18:45 - 19:45	23		26				

Carob Way and Oakwood St- Collision History

3/30/2019 to 3/30/2024





ITEM # 6

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez

BY: Mike Bagheri, Traffic Engineer

**SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF
COLEGROVE AVENUE AND PARK AVENUE**

DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Colegrove Avenue and Park Avenue;
2. Approve staff recommendation to install red curb at the intersection of Colegrove Avenue and Park Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident's request to install all-way stop controls at the intersection of Colegrove Avenue and Park Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this, red curb must be installed on all approaches to the studied intersection. The recommended red curb installation should improve safety for all modes of travel at the intersection. The recommended red curb installation will result in the loss of two parking spaces.

LEGAL REQUIREMENT:

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Colgrove Ave. and Park Ave. Warrant Study
2. Attachment B- Colegrove Ave. and Park Ave. Recommended Red Curb

Study Name: Colegrove Ave and Park Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Eastbound: W Colegrove Ave**

Number of Lanes : 2+

Total Approach Volume: 192

Westbound: W Colegrove Ave

Number of Lanes :2+

Total Approach Volume: 131

Minor Street Approaches**Northbound: S Park Ave**

Number of Lanes :2+

Total Approach Volume: 107

Southbound: S Park Ave

Number of Lanes :2+

Total Approach Volume: 165

Warrant Summary (Urban Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
 If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
 Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (4).
 Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

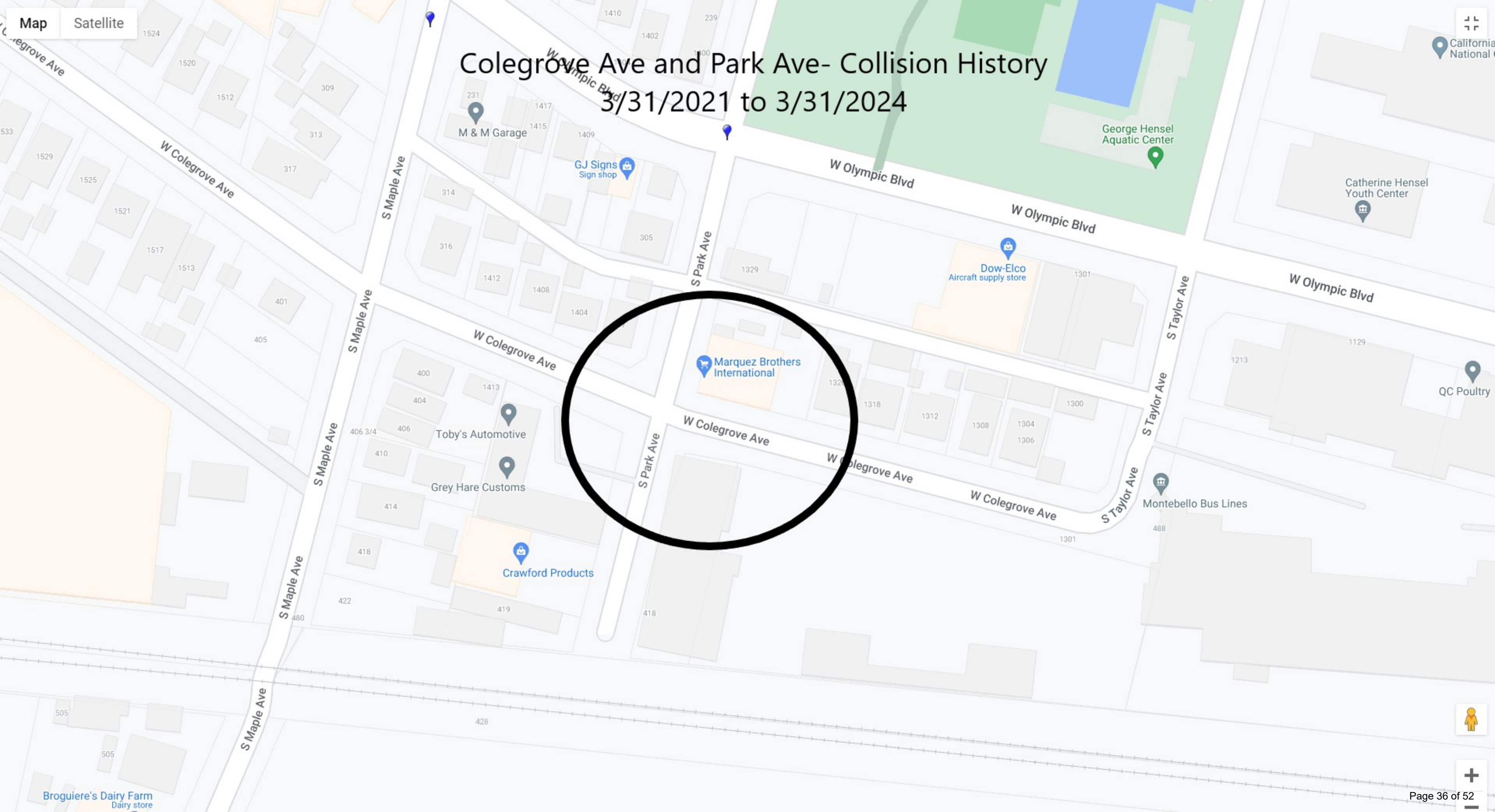
Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
11:15 - 12:15	33	24.5	20	16.5	300	200	No
15:00 - 16:00	26		27				
16:15 - 17:15	26		15				
13:00 - 14:00	24		28				
14:00 - 15:00	24		13				
10:15 - 11:15	22		7				
17:15 - 18:15	21		7				
07:00 - 08:00	20		15				
08:15 - 09:15	19		11				
06:00 - 07:00	13		5				
20:15 - 21:15	12		18				
19:15 - 20:15	12		6				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
11:15 - 12:15	33	24.5	20	16.5	240	160	No
15:00 - 16:00	26		27				
16:15 - 17:15	26		15				
13:00 - 14:00	24		28				
14:00 - 15:00	24		13				
10:15 - 11:15	22		7				
17:15 - 18:15	21		7				
07:00 - 08:00	20		15				
08:15 - 09:15	19		11				
06:00 - 07:00	13		5				
20:15 - 21:15	12		18				
19:15 - 20:15	12		6				

Colegrove Ave and Park Ave- Collision History

3/31/2021 to 3/31/2024





Google



ITEM # 7

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez

BY: Mike Bagheri, Traffic Engineer

**SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF
COLEGROVE AVENUE AND TAYLOR AVENUE**

DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Colegrove Avenue and Taylor Avenue; and
2. Approve staff recommendation to install red curb at the intersection of Colegrove Avenue and Taylor Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department has received a resident request to install all-way stop controls at the intersection of Colegrove Avenue and Taylor Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collision.
- C. Minimum volumes:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this, red curb must be installed on all approaches to the studied intersection. The recommended red curb installation should improve safety for all modes of travel at the intersection. The recommended red curb installation will not result in the loss of parking.

LEGAL REQUIREMENT:

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Colgrove Ave. and Taylor Ave. Warrant Study
2. Attachment B- Colegrove Ave. and Taylor Ave. Recommended Red Curb

Study Name: Colegrove Ave and Taylor Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Northbound: 0**Number of Lanes : 2+
Total Approach Volume: 0**Southbound: S Taylor Ave**Number of Lanes :2+
Total Approach Volume: 239**Minor Street Approaches****Eastbound: W Colegrove Ave**Number of Lanes :2+
Total Approach Volume: 86**Westbound: 0**Number of Lanes :2+
Total Approach Volume: 0**Warrant Summary** (Urban Values Apply)**Criteria A - Interim Measure**..... **Not Evaluated**
If traffic signals are justified, stop signs can be installed as an interim measure.**Criteria B - Crash Experience**..... **Not Satisfied**
Number of crashes (0) is less than minimum required (5).**Criteria C - Minimum Volumes and Delays**..... **Not Satisfied**
Average of 8 highest hours is less than volume criteria.**Criteria D - 80% of Volumes, Delays, and Crashes**..... **Not Satisfied**
Number of crashes (0) is less than minimum required (4).
Average of 8 highest hours is less than volume criteria.**Criteria C Volume Summary**

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
08:45 - 09:45	23	19.6	12	07.0	300	200	No
14:15 - 15:15	23		8				
10:30 - 11:30	22		4				
16:00 - 17:00	21		8				
04:45 - 05:45	19		0				
07:30 - 08:30	18		10				
17:00 - 18:00	16		7				
11:30 - 12:30	15		7				
13:15 - 14:15	14		8				
06:30 - 07:30	10		5				
18:30 - 19:30	7		5				
19:45 - 20:45	7		2				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
08:45 - 09:45	23	19.6	12	07.0	240	160	No
14:15 - 15:15	23		8				
10:30 - 11:30	22		4				
16:00 - 17:00	21		8				
04:45 - 05:45	19		0				
07:30 - 08:30	18		10				
17:00 - 18:00	16		7				
11:30 - 12:30	15		7				
13:15 - 14:15	14		8				
06:30 - 07:30	10		5				
18:30 - 19:30	7		5				
19:45 - 20:45	7		2				

Colegrove Ave and Taylor Ave- Collision History

3/31/2021 to 3/31/2024





Colegrove Avenue and Taylor Avenue



ITEM # 8

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez
BY: Mike Bagheri, Traffic Engineer
SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF LINCOLN AVENUE AND VAIL AVENUE
DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Lincoln Avenue and Vail Avenue
2. Approve staff recommendation to install red curb at the intersection of Lincoln Avenue and Vail Avenue

BACKGROUND/DISCUSSION:

The Public Works Department has received a resident request to install all-way stop controls at the intersection of Lincoln Avenue and Vail Avenue.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JULY 29, 2024

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1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analysis to determine if the intersection meets the warranted requirements to install all-way stop controls.

1. Average Daily Traffic (ADT):

24-hour approach traffic volumes counts (ADT) were collected on Tuesday-Thursday, October 24 to October 26, 2023, at the intersection. The volume warrants were not met.

2. Collision Data:

The most recent available citywide collision records were collected between March 2019 and March 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed no accidents at the intersection.

3. Red Curb:

Increasing the line of sight at intersections to improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this, red curb must be installed on all approaches to the studied intersection. The recommended red curb installation should improve safety for all modes of travel at the intersection. The recommended red curb installation will not result in the loss of any parking spaces.

LEGAL REQUIREMENT:

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle

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within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- Lincoln Ave. and Vail Ave. Warrant Study
2. Attachment B- Lincoln Ave. and Vail Ave. Recommended Red Curb

Study Name: Lincoln Ave and Vail Ave

Study Date : 6/24/2024

Multiway Stop Warrants - Summary**Major Street Approaches****Eastbound: Lincoln Ave**

Number of Lanes : 2+

Total Approach Volume: 5,712

Westbound: Lincoln Ave

Number of Lanes :2+

Total Approach Volume: 4,683

Minor Street Approaches**Northbound: Vail Ave**

Number of Lanes :2+

Total Approach Volume: 110

Southbound: Vail Ave

Number of Lanes :2+

Total Approach Volume: 0

Warrant Summary (Urban Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
 If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
 Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
 Number of crashes (0) is less than minimum required (4).
 Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:00 - 18:00	1070	792.1	12	08.9	300	200	No
15:30 - 16:30	990		7				
07:30 - 08:30	920		3				
18:00 - 19:00	848		12				
14:30 - 15:30	729		11				
12:30 - 13:30	628		10				
13:30 - 14:30	627		11				
11:30 - 12:30	525		5				
08:30 - 09:30	513		5				
19:00 - 20:00	463		4				
09:45 - 10:45	449		6				
06:30 - 07:30	437		2				

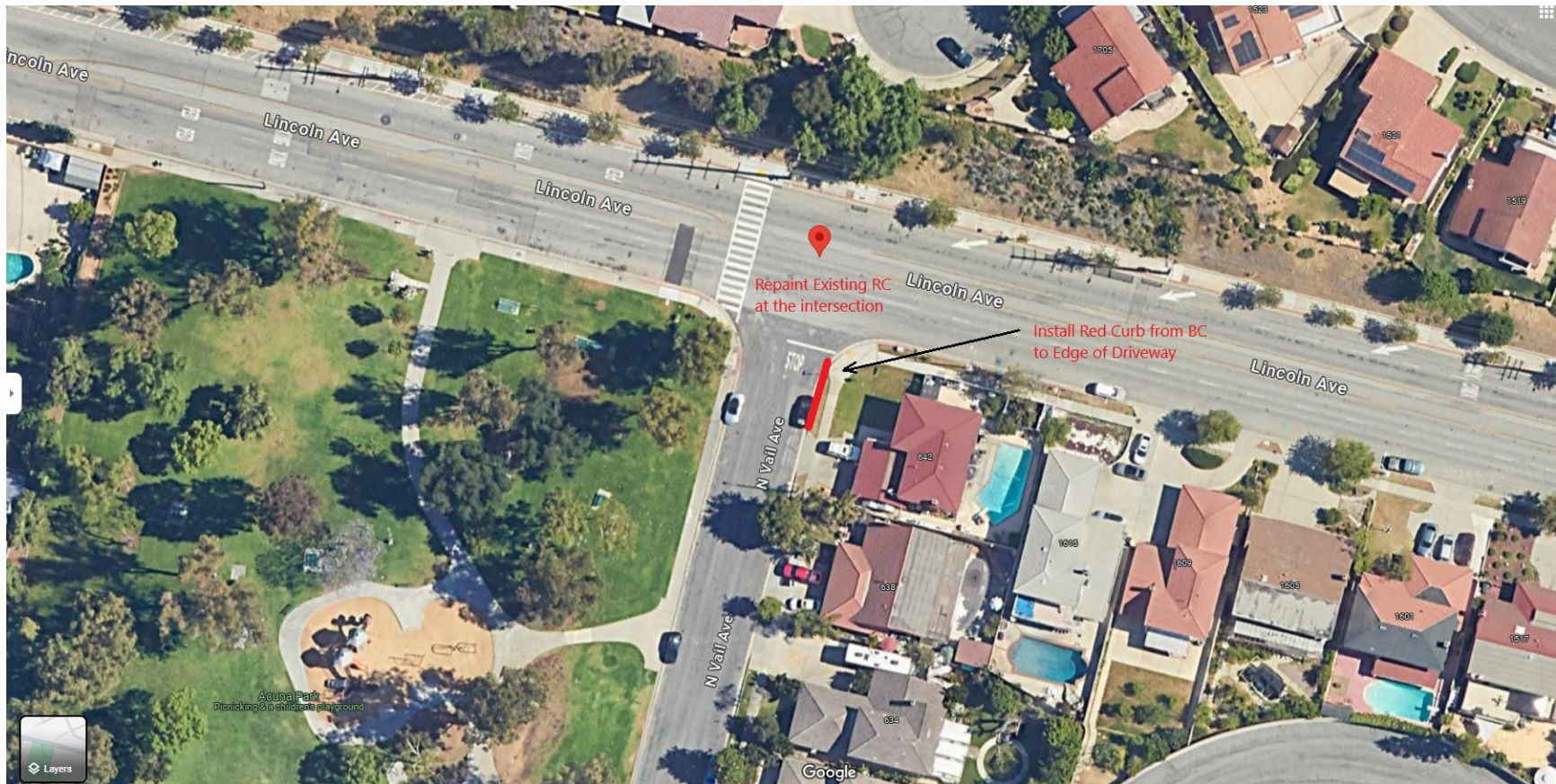
Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:00 - 18:00	1070	792.1	12	08.9	240	160	No
15:30 - 16:30	990		7				
07:30 - 08:30	920		3				
18:00 - 19:00	848		12				
14:30 - 15:30	729		11				
12:30 - 13:30	628		10				
13:30 - 14:30	627		11				
11:30 - 12:30	525		5				
08:30 - 09:30	513		5				
19:00 - 20:00	463		4				
09:45 - 10:45	449		6				
06:30 - 07:30	437		2				

Lincoln Ave and Vail Ave- Collision Histoy

3/30/2019 to 3/30/2024





Lincoln Avenue and Vail Avenue



ITEM # 9

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez

BY: Mike Bagheri, Traffic Engineer

SUBJECT: COMMERCIAL LOADING ZONE AT 1406 DATE STREET

DATE: July 29, 2024

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Approve the installation of a commercial loading zone at 1406 Date Street;
2. Approve the installation of red curb at the intersection of Date Street and Maple Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department has received a request from the owner of corner property at Maple Avenue and Dale Street. The property is in an industrial area with a high demand for parking by large vehicles/trailers. Installation of a time-limit 7:00 a.m. to 5:00 p.m. Monday through Friday commercial loading zone ensures available curb space for loading/unloading by smaller commercial vehicles.

ANALYSIS:

In addition to the installation of a commercial loading zone, staff has determined the need for red curb installation at the intersection of Date Street and Maple Avenue to increase line of sight and improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. The recommended red curb installation will result in the loss of one parking space.

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LEGAL REQUIREMENT:

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, Staff recommends the Traffic and Safety Commission approve the items as recommended.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A- 1460 Date Street

ATTACHMENT A

