



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, MARCH 31, 2025 AT 6:00 PM

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

COMMISSION MEMBERS

**RUBEN BEAS, CHAIR
MARIA KNOX, VICE-CHAIR
VINCENT LA ROCCA, COMMISSIONER
SANDRA HERNANDEZ, COMMISSIONER
SYLVIA TAKEYAMA, COMMISSIONER**

CITY STAFF

**RAUL ALVAREZ, CITY MANAGER
AUSTIN A. CHING, DEPUTY CITY ATTORNEY
LUIS LOPEZ, POLICE CHIEF
CESAR ROLDAN, DIRECTOR OF PUBLIC WORKS
JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
MATTHEW RAMOS, ASSISTANT DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
ADAM MITCHELL, TRAFFIC SERGEANT
DENNIS D. BARNES, TRAFFIC ENGINEER**

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 Samantha Leyva at (323) 887-1200 ext. 1483 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 Samantha Leyva, 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

CORRECTIONS TO THE AGENDA

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 FEBRUARY 24, 2025, TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

RECOMMENDATION: Approve said minutes as written.

REGULAR BUSINESS

2. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 6TH STREET AND WALNUT AVENUE

RECOMMENDATION: It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 6th Street and Walnut Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to install red curb at the intersection approaches of 6th Street and Walnut Avenue.

3. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 6TH STREET AND ROOSEVELT AVENUE

RECOMMENDATION: It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 6th Street and Roosevelt Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to install red curb at the intersection approaches of 6th Street and Roosevelt Avenue.

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

RECOMMENDATION: It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 3rd Street and Los Angeles Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to refresh the existing red curb markings at the intersection approaches of 3rd Street and Los Angeles Avenue.

5. **ADDITION OF A STOP BAR AND STOP SIGN ON THE SOUTHEAST CORNER OF VAIL AVENUE AND MINES AVENUE**

RECOMMENDATION: It is recommended that the Traffic & Safety Commission take the following actions:

1. Add a stop sign and stop bar pavement legend on the Southeast corner of Vail Avenue and Mines Avenue as a temporary measure to alleviate the California Public Utilities Commission (CPUC) concerns.

6. **MODIFICATIONS TO STRIPING AND PARKING ON GREENWOOD AVENUE AT OLYMPIC BOULEVARD**

RECOMMENDATION: It is recommended that the Traffic & Safety Commission take the following actions:

1. Allow San Gabriel Valley Council of Governments (SGVCOG) to make the proper modifications to the existing striping and red curb at the Greenwood Avenue and Olympic Boulevard intersection to alleviate the California Public Utilities Commission (CPUC) concerns.

COMMISSION/COMMITTEE ORALS

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

7. **Chair Beas**
- **Via Paseo east to Wilcox, right turn only**

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on April 28, 2025 at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Samantha Leyva, 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, March 27, 2025 at 5:00 p.m.

Samantha Leyva

Samantha Leyva, Management Analyst



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

MINUTES

MONDAY, FEBRUARY 24, 2025 AT 6:00 PM

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

CALL TO ORDER

Chair LaRocca called the meeting to order at 6:00 p.m.

ROLL CALL

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

CORRECTIONS TO THE AGENDA

Public Works Director, Cesar Roldan, omitted the publisher's name from Staff Reports Three and Four, and assumed responsibility as the author.

PRESENTATIONS

1. ASSEMBLY BILL 413, A NEW LAW TO IMPROVE PEDESTRIAN SAFETY

Assistant Director of Planning & Community Development, Matthew Ramos, provided a presentation.

Commissioner Knox asked for clarification about the 20-foot rule.

Matthew stated that vehicle operators needed to park 20 feet away from the crosswalk approach.

Commissioner Romero asked about the outreach process.

Matthew stated that social media was used in the outreach process to educate and notify the residents of Montebello.

Public Works Director, Cesar Roldan, stated that signage would be posted on a case-by-case basis.

City Manager, Raul Alvarez, stated that red curb was standard.

Chair LaRocca asked what the penalty fee was if someone was found in violation.

Matthew stated that the fine was \$70.00.

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

2. APPROVAL OF THE NOVEMBER 25, 2024, TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

RECOMMENDATION: Approve said minutes as written.

Commissioner Romero motioned to approve the Meeting Minutes of November 25, 2024, seconded by Vice-Chair Beas; the motion passed unanimously.

REGULAR BUSINESS

3. PARKING PROHIBITION AT 600 S MAPLE AVENUE

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

1. Approve installation of Tow Away No Stopping, 6 A.M. to 12 Noon, Tuesdays, and Wednesday's parking prohibition on the east side of Maple Avenue along the Heart of Compassion Distribution Food Bank facility frontage as shown in Attachment C; and
2. Approve the temporary loss of seven street parking spaces during parking prohibition hours.

Public Works Director, Cesar Roldan, provided a brief presentation.

Vice-Chair Beas asked if the curb would be red.

Public Works Director, Cesar Roldan, stated that the signage for no parking would be for Tuesdays and Wednesdays from 6:00 AM - 12:00 PM. Vehicles that were in violation would be towed or cited by Parking Enforcement.

Commissioner Romero asked if the red curb would be removed to alleviate the area red curbs.

Public Works Director, Cesar Roldan, stated that the existing red curb would be removed, as the signage was posted to showcase the times and days vehicles could not park.

Commissioner Knox asked where the signage of no parking would be placed.

Public Works Director, Cesar Roldan, stated that the signage would be posted at the beginning of Hearts of Compassion.

City Manager, Raul Alvarez, stated that if people were ticketed, staff would work to verify if the ticket was valid.

Commissioner Knox asked for clarification of the red curb.

Public Works Director, Cesar Roldan, stated that the goal was to gray out the existing red curb to allow for parking, but vehicle operators would not be allowed to park during the designated time of the no parking sign.

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

4. 1401 SOUTH SPRUCE STREET DISABLED PARKING SPACE

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

1. Deny the request for the installation of Disabled Parking Space for the property at 1401 S. Spruce Street.

Public Works Director, Cesar Roldan, provided a brief presentation.

Commissioner Romero asked if the applicant was seeking the installation of a blue curb for easier access.

Public Works Director, Cesar Roldan, stated that staff believed the existing garage had been converted into an ADU, but after speaking with Community Development staff, no application had been submitted for an ADU. This allowed the resident to have more access to their vehicle on their driveway.

Chair LaRocca asked if staff had been able to contact the applicant.

Public Works Director, Cesar Roldan, stated that staff had contacted the applicant and had informed them that they could attend the Traffic and Safety Commission Meeting on February 24, 2025.

Commissioner Romero asked how much time the applicant had been given to be notified of the meeting.

Public Works Director, Cesar Roldan, stated that the applicant had been called the week before the meeting. However, the applicant had also been notified for the Traffic and Safety Commission Meeting in January, but due to no quorum, a

vote had not been taken.

Commissioner Knox motioned to deny, seconded by Vice-Chair Beas; the motion passed unanimously.

DISCUSSION

5. TRAFFIC & SAFETY COMMISSION REORGANIZATION

City Manager, Raul Alvarez, stated that the commission meeting in January was an opportunity for the commission to reorganize. Due to no quorum at the previous meeting, the commission can decide to take a vote.

Chair LaRocca asked for nominations or volunteers to be Chair and Vice-Chair.

Vice-Chair Beas volunteered to be Chair.

Commissioner Knox volunteered to be Vice-Chair.

Chair LaRocca motioned to nominate Vice-Chair Beas as Chair and Commissioner Knox as Vice-Chair, seconded by Commissioner Romero; the motion passed unanimously.

STAFF COMMUNICATIONS

COMMISSION/COMMITTEE ORALS

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

6. CHAIR LARocca

1. Status of roundabout on Concourse and Madison
2. Beverly Boulevard Traffic Signal Synchronization Project
3. Traffic light programming at Liberty Avenue and Montebello Boulevard
4. Grant application submittals or award updates regarding street improvements
5. Street repaving project status
6. Item for consideration: Pedestrian walk signal improvements.

Chair LaRocca asked for an update on the roundabout for Concourse and Madison.

Public Works Director, Cesar Roldan, provided an update about the status of the roundabout on Concourse and Madison. He stated that an engineering firm was in the designing phase of the project, but staff were looking into temporary delineators to improve safety.

City Manager, Raul Alvarez, stated that as soon as the temporary delineators were installed, staff would return to a future Traffic and Safety Commission meeting to provide an update.

Chair LaRocca asked for an update on the Beverly Boulevard Traffic Signal Synchronization Project.

Public Works Director, Cesar Roldan, stated that this project was being overseen by the Los Angeles County Department of Public Works. The department was coordinating to input the timing of the signal, upgrade the traffic signal controller, and install video detection cameras.

Chair LaRocca stated that a resident was concerned about the timing of the intersection of Liberty Avenue and Montebello Boulevard and asked staff to review the timing sheet for this intersection.

Chair LaRocca asked for an update on grant submittals.

City Manager, Raul Alvarez, stated that staff would return to provide an update on grant applications that had been submitted and approved for the award.

Chair LaRocca asked for an update on the street repaving project.

Public Works Director, Cesar Roldan, stated that the SB 1 Fiscal Year 2023-2024 was underway, the contractor was working on pothole filling, and the following week the streets would begin to be grinded and overlaid. He stated that the department would work with Parks and Recreation to do a social media announcement post about different street closures.

Chair LaRocca stated that existing traffic signals in the City did not prioritize pedestrians.

Public Works Director, Cesar Roldan, stated that the Traffic Engineer, Dennis Barnes, would be reviewing some of the traffic signals that did not prioritize pedestrians. For the traffic signals that could be addressed quickly, staff would return at a future meeting to discuss solutions. For traffic signals that would take longer to upgrade, a list would be presented as a capital improvement project. Cesar Roldan stated that several traffic signals were currently being upgraded.

Chair LaRocca asked if the traffic signals that were currently being worked on, pedestrian improvements could be an extra

cost.

Public Works Director, Cesar Roldan, stated that the extra cost was not feasible due to the budget of the Los Angeles Department of Public Works. However, internal staff could review the traffic signals with the City Manager to see if funding was available to incorporate pedestrian improvements.

Chair LaRocca asked if an update could be provided at the next meeting.

7. COMMISSIONER KNOX

- 1. Traffic on Howard Avenue**
- 2. Feedback on the blinking stop signs**
- 3. Barrier on Via Campo and Findlay intersection**

Commissioner Knox stated that a resident was concerned about vehicles doing donuts on Howard Avenue.

City Manager, Raul Alvarez, stated that the Chief of Police would be attending the Traffic & Safety Meetings to notify his staff about the disruption.

Commissioner Knox stated that she had received positive feedback from residents about the flashing stop signs.

Commissioner Knox raised concerns about the barrier on Findlay Avenue and Via Campo.

Vice-Chair Beas stated that the barrier had caused multiple accidents in the past.

City Manager, Raul Alvarez, stated that staff were investigating short-term and long-term solutions to improve the safety of traffic and pedestrians who passed through the area.

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on March 31, 2025, at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Samantha Leyva, 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, February 20, 2025, at 5:30 p.m.

Samantha Leyva

Samantha Leyva, Management Analyst

Chair LaRocca adjourned the meeting at 6:44 PM.



ITEM # 2

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

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis D. Barnes

SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 6TH STREET AND WALNUT AVENUE

DATE: March 31, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 6th Street and Walnut Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to install red curb at the intersection approaches of 6th Street and Walnut Avenue.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all-way stop controls at the intersection of 6th Street and Walnut 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.

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- 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:
 - 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 miles per hour (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 the condition.

INVESTIGATION:

Based on the resident's request, staff did research for any past T&S reports for the intersection to identify all safety issues. The review included available traffic volume and pedestrian counts that may have been collected for this intersection.

The objective of this study investigation was to evaluate the existing intersection's traffic and safety conditions to determine the need and warrants for the installation of additional stop signs at the uncontrolled approaches. To address the request, the following tasks were performed:

- A field investigation of site-specific conditions, sight distance, and potential physical obstructions,
- A review of the traffic collision history for the past three years,
- An analysis of applicable multi-way stop sign warrants per the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

EXISTING CONDITIONS:

West Walnut Avenue is an east-west residential street with a posted 25 mph speed limit. 6th Street is a two-lane residential street and has existing stop signs installed at its intersection with West Walnut Avenue. Figure 1 provides an aerial view of the intersection, while Figures 2 and 3 illustrate the street view conditions on each intersection approach in the North and South directions, respectively.



Figure 1 - Aerial View of Walnut Avenue at 6th Street



Figure 2 - Street View of Walnut Avenue at 6th Street, Looking North on 6th Street

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Figure 3 - Street View of Walnut Avenue at 6th Street, Looking South of 6th Street

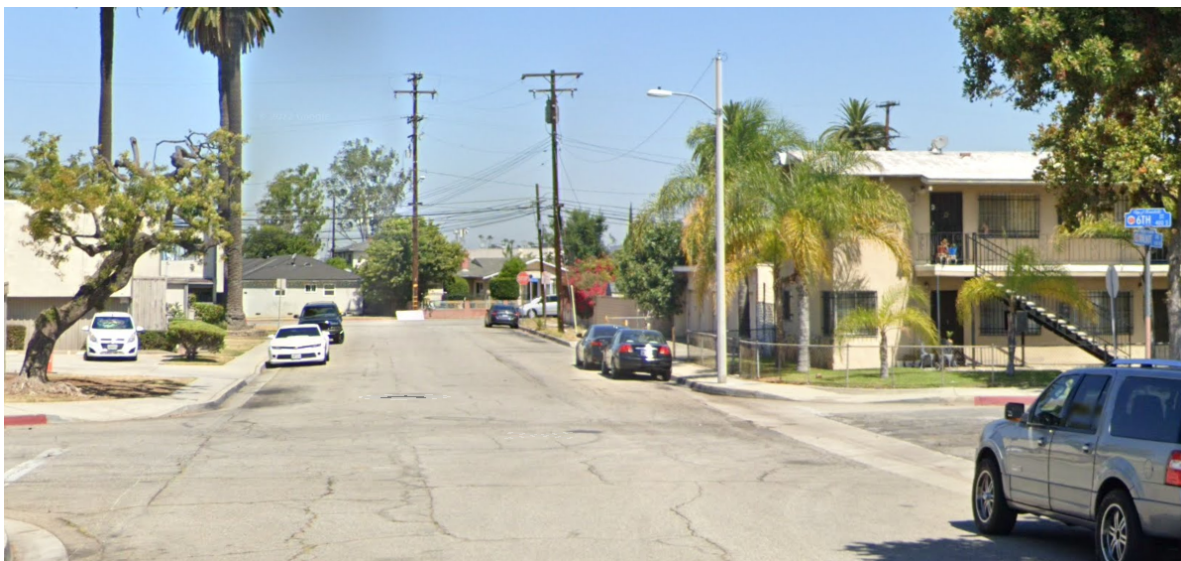


Figure 4 - Street View of 6th Street at Walnut Avenue, Looking West on Walnut Avenue

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Figure 5 - Street View of 6th Street at Walnut Avenue, Looking East on Walnut Avenue

Figures 4 and 5 illustrate the street view conditions in the west and east directions, respectively.

ANALYSIS:

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

Average Daily Traffic (ADT)

24-hour approach traffic volumes counts (ADT) were collected on Tuesday-Thursday, December 10, 2025 to December 12, 2025, at the intersection. The traffic volume warrants were not met.

Collision Data

The most recent available citywide collision records were collected between September 30, 2022, to September 30, 2025, 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.

Red Curb

Increasing the line of sight at intersections will improve safety for all modes of travel. This included pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection can 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 allow a safe stop. Due to these facts, a red curb was considered on all the approaches to the studied intersection. The

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recommended red curb installation will 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 Requirements:

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 of 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, the City Traffic Engineer recommends that the Traffic & Safety Commission receive and file the all-way stop sign study; deny the all-way stop request since MUTCD warrants are not satisfied at this intersection and approve the recommended items of red curb as shown in the attached diagram. The red curb installation is consistent with the new daylighting law by Assembly Bill 413.

ENVIRONMENTAL IMPACT:

N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A - All-way Stop Study and Collision History
2. Attachment B - Recommended Red Curb Installation Diagram

Study Name: 6th St and Walnut Ave

Study Date : 1/22/2025

Multiway Stop Warrants - Summary**Major Street Approaches****Northbound: 6th St**

Number of Lanes : 1

Total Approach Volume: 781

Southbound: 6th St

Number of Lanes : 1

Total Approach Volume: 834

Minor Street Approaches**Eastbound: Walnut Ave**

Number of Lanes : 1

Total Approach Volume: 456

Westbound: Walnut Ave

Number of Lanes : 1

Total Approach Volume: 14

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?
15:45 - 16:45	155	106.0	40	33.5	300	200	No
07:45 - 08:45	123		40				
17:15 - 18:15	119		44				
14:45 - 15:45	98		34				
13:30 - 14:30	96		38				
10:15 - 11:15	91		21				
18:15 - 19:15	85		32				
08:45 - 09:45	81		19				
06:45 - 07:45	80		45				
19:15 - 20:15	73		25				
11:45 - 12:45	70		22				
20:45 - 21:45	59		12				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
15:45 - 16:45	155	106.0	40	33.5	240	160	No
07:45 - 08:45	123		40				
17:15 - 18:15	119		44				
14:45 - 15:45	98		34				
13:30 - 14:30	96		38				
10:15 - 11:15	91		21				
18:15 - 19:15	85		32				
08:45 - 09:45	81		19				
06:45 - 07:45	80		45				
19:15 - 20:15	73		25				
11:45 - 12:45	70		22				
20:45 - 21:45	59		12				

SWITRS Query & Map: Result

Selected Criteria

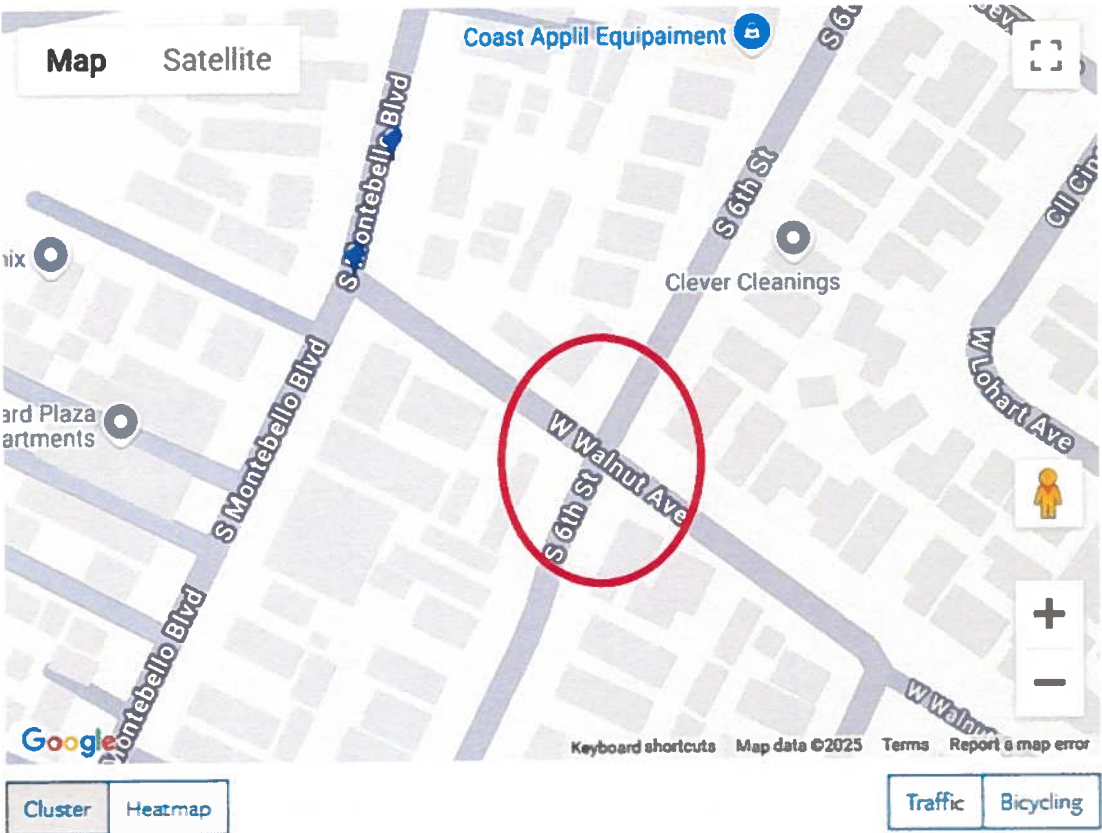
[New Query](#) / [Query by Case ID\(s\)](#) / [Change Filters](#) / [Download Raw Data](#) / [Print](#) / [Help](#)

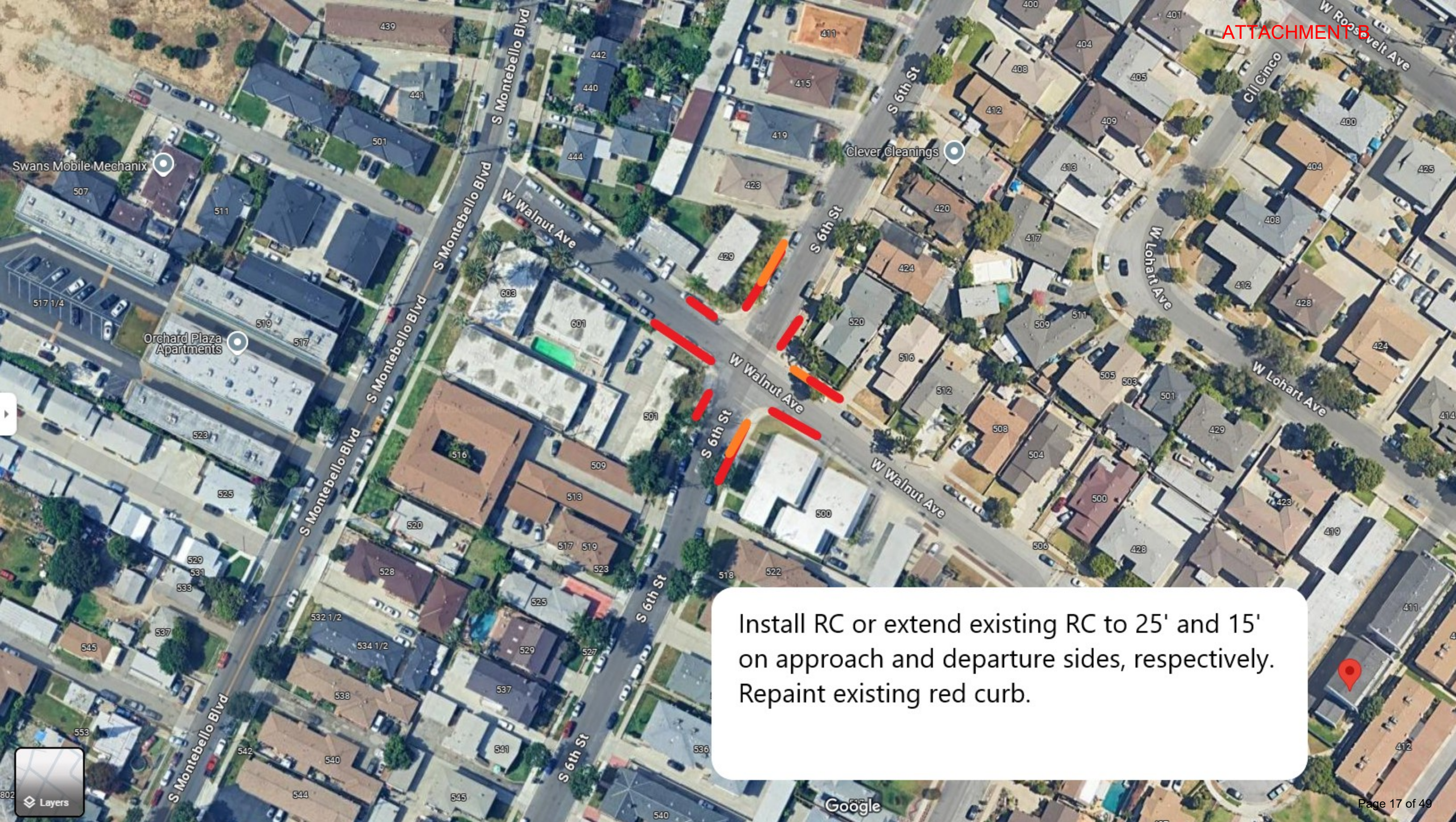
Date & Location

Date: 09/30/2022 - 09/30/2024

County: Los Angeles

City: Montebello





Install RC or extend existing RC to 25' and 15' on approach and departure sides, respectively. Repaint existing red curb.



ITEM # 3

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

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager

BY: Dennis D. Barnes

SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF 6TH STREET AND ROOSEVELT AVENUE

DATE: March 31, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 6th Street and Roosevelt Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to install red curb at the intersection approaches of 6th Street and Roosevelt Avenue.

BACKGROUND/DISCUSSION:

At the request of Traffic Safety Commission, Public Works staff conducted an updated all-way stop sign study to install all-way stop controls at the intersection of 6th Street and Roosevelt Avenue. The previous study was reported to the Commission on July 29, 2024.

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.

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- 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:
 - 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
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 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 miles per hour (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 the condition.

EXISTING CONDITIONS:

West Roosevelt Avenue is an east-west local residential street with a posted 25 miles per hour (MPH) speed limit. 6th Street is a two-lane residential street and has existing stop signs installed at its intersection with West Roosevelt Avenue. Figure 1 provides an aerial view of the intersection:



Figure 1 - Aerial View of W. Roosevelt Avenue at S. 6th Street

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ANALYSIS:

In response to the request, staff collected traffic volume counts and retrieved collision data to conduct the analyzes to determine if the intersection meets the warrant requirements to install all-way stop controls.

Average Daily Traffic (ADT)

24-hour approach traffic volumes counts (ADT) were collected on Tuesday-Thursday, December 10, 2025 to December 12, 2025, at the intersection. The traffic volume warrants were not met.

Collision Data

The most recent available citywide collision records were collected between September 30, 2022, to September 30, 2025, 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.

Red Curb

Increasing the line of sight at intersections will improve safety for all modes of travel. This included pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection can 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 allow a safe stop. Due to these facts, a red curb was considered on all the approaches to the studied intersection. The recommended red curb installation will improve safety for all modes of travel at the intersection. The recommended red curb installation will result in the loss of one parking spaces.

Legal Requirements:

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 of 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, the City Traffic Engineer recommends that the Traffic & Safety Commission receive and file the all-way stop sign study; deny the all-way stop request since MUTCD warrants are not satisfied at this intersection and approve the recommended items of red curb as shown in the attached diagram. The red curb installation is consistent with the new daylighting law by Assembly Bill 413.

ENVIRONMENTAL IMPACT:

N/A

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF MARCH
31, 2025**

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FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A - All-way Stop Study and Collision History
2. Attachment B - Recommended Red Curb Installation

Study Name: 6th St and Roosevelt Ave

Study Date : 1/21/2025

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

Number of Lanes : 1

Total Approach Volume: 124

Westbound: Roosevelt Ave

Number of Lanes : 1

Total Approach Volume: 971

Minor Street Approaches**Northbound: 6th St**

Number of Lanes : 1

Total Approach Volume: 964

Southbound: 0

Number of Lanes : 1

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?
15:45 - 16:45	119	79.6	90	64.5	300	200	No
07:45 - 08:45	105		73				
10:15 - 11:15	80		40				
17:15 - 18:15	78		70				
14:45 - 15:45	73		59				
13:30 - 14:30	67		68				
06:45 - 07:45	61		61				
18:15 - 19:15	54		55				
08:45 - 09:45	51		50				
19:15 - 20:15	51		42				
11:30 - 12:30	51		40				
20:15 - 21:15	46		37				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
15:45 - 16:45	119	79.6	90	64.5	240	160	No
07:45 - 08:45	105		73				
10:15 - 11:15	80		40				
17:15 - 18:15	78		70				
14:45 - 15:45	73		59				
13:30 - 14:30	67		68				
06:45 - 07:45	61		61				
18:15 - 19:15	54		55				
08:45 - 09:45	51		50				
19:15 - 20:15	51		42				
11:30 - 12:30	51		40				
20:15 - 21:15	46		37				

SWITRS Query & Map: Result

Selected Criteria

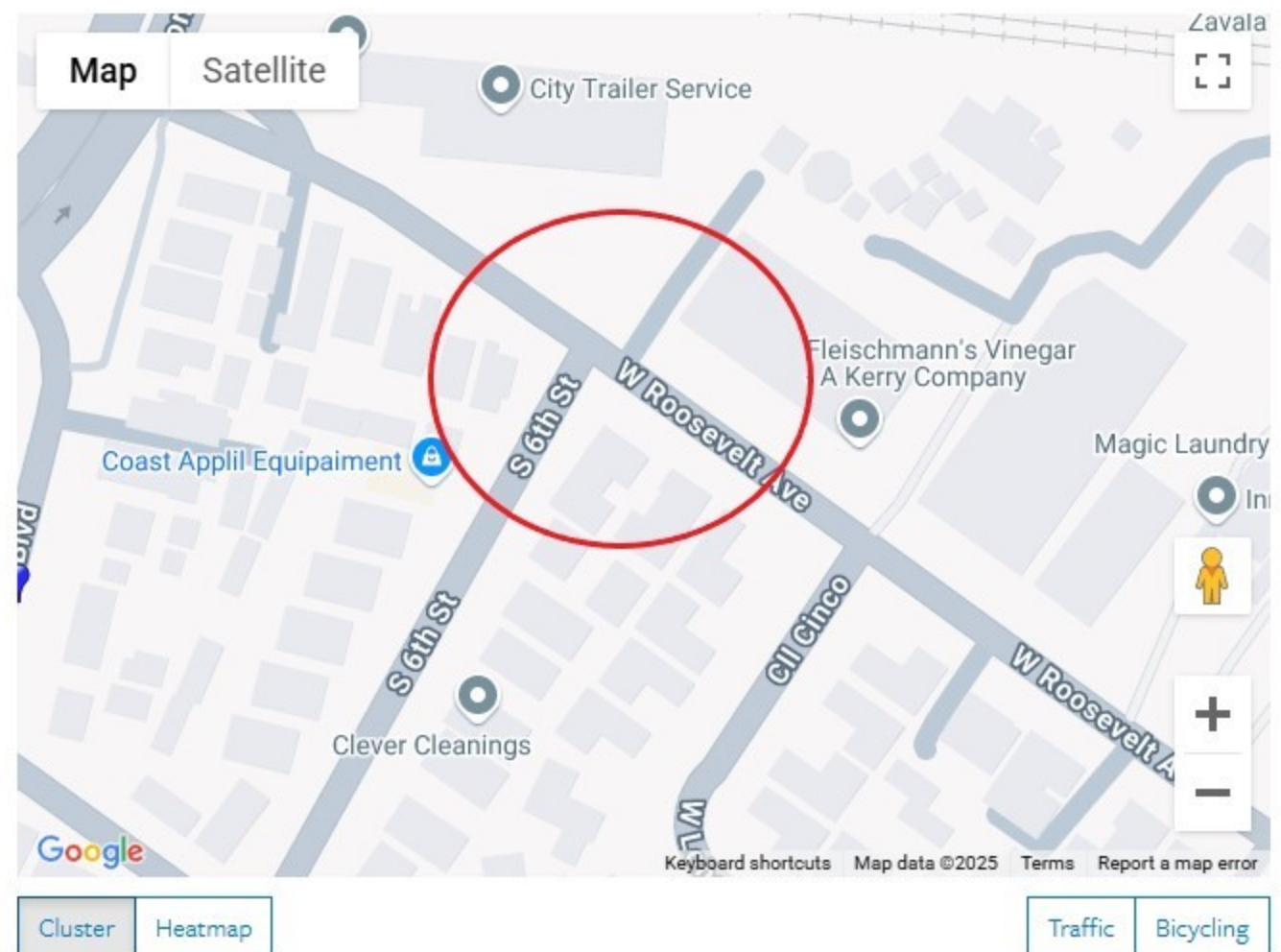
[New Query](#) / [Query by Case ID\(s\)](#) / [Change Filters](#) / [Download Raw Data](#) / [Print](#) / [Help](#)

Date & Location

Date: 09/30/2022 - 09/30/2024

County: Los Angeles

City: Montebello



582 of 597 (97.5%) Crashes are geocoded and mapped.

[List Unmapped Crashes](#)

install or extend existing red curbs on approach and departure sides of the interections, at 25' and 15', respectively. Repaint exisinf red curb





ITEM # 4

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

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager

BY: Dennis D. Barnes

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

DATE: March 31, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission take the following actions:

1. Receive and file an all-way stop sign study for the intersection of 3rd Street and Los Angeles Avenue;
2. Approve City Traffic Engineer's recommendation to deny the request for an all-way stop sign at this intersection;
3. Approve City Traffic Engineer's recommendation to refresh the existing red curb markings at the intersection approaches of 3rd Street and Los Angeles Avenue.

BACKGROUND/DISCUSSION:

At the request of Traffic Safety Commission, Public Works staff conducted an updated all-way stop sign study to install all-way stop controls at the intersection of 3rd Street and Los Angeles Avenue. Previous study was reported to the Commission on July 29, 2024.

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.

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- 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:
 - 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 miles per hour (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 the condition.

INVESTIGATION:

Based on the resident's request, staff did research for any past T&S reports for the intersection to identify all safety issues. The review included available traffic volume and pedestrian counts that may have been collected for this intersection.

The objective of this study investigation was to evaluate the existing intersection's traffic and safety conditions to determine the need and warrants for the installation of additional stop signs at the uncontrolled approaches. To address the request, the following tasks were performed:

- A field investigation of site-specific conditions, sight distance, and potential physical obstructions,
- A review of the traffic collision history for the past three years,
- An analysis of applicable multi-way stop sign warrants per the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

EXISTING CONDITIONS:

Los Angeles Avenue is an east-west local residential street with a posted 25 miles per hour (MPH) speed limit. 3rd Street is a two-lane residential street and has existing stop signs installed at its intersection with Los Angeles Avenue. Figure 1 provides an aerial view of the intersection while figures 2 and 3 illustrate the street view conditions on each intersection approach in the North and South Directions, respectively.

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Figure 1 - Aerial View of 3rd Street at Los Angeles Avenue



Figure 2 - Street View of 3rd Street at Los Angeles Avenue, Looking North



Figure 3 - Street View of 3rd Street at Los Angeles Avenue, Looking South



Figure 4 - Street View of 3rd Street at Los Angeles Avenue, Looking West

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Figure 5 - Street View of 3rd Street at Los Angeles Avenue, Looking East

Figures 4 and 5 illustrate the street view conditions in the west and east directions, respectively.

ANALYSIS:

Staff collected traffic volume counts at the intersection shown in aerial view Figure 1 and retrieved collision data from the TIMS program to conduct the analysis to determine if the intersection met the warrant requirements to install all-way stop controls.

Average Daily Traffic (ADT)

24-hour approach traffic volumes counts (ADT) were collected on Tuesday-Thursday, December 10, 2025 to December 12, 2025, at the intersection. The traffic volume warrants were not met.

Collision Data

The most recent available citywide collision records were collected between September 30, 2022, to September 30, 2025, 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.

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, the City Traffic Engineer recommends that the Traffic & Safety Commission receive and file the all-way stop sign study; deny the all-way stop request since MUTCD warrants are not satisfied at this intersection and refresh the existing red curb marking at the intersection approaches.

ENVIRONMENTAL IMPACT:

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF MARCH
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FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A - All-way Stop Study Warrants Summary and Collision History

Study Name: 3rd St and Los Angeles Ave

Study Date : 1/22/2025

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

Number of Lanes : 1

Total Approach Volume: 3,326

Westbound: Los Angeles Ave

Number of Lanes : 1

Total Approach Volume: 2,973

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

Number of Lanes : 1

Total Approach Volume: 218

Southbound: 3rd St

Number of Lanes : 1

Total Approach Volume: 389

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	696	449.8	39	39.3	300	200	No
15:15 - 16:15	650		59				
14:15 - 15:15	439		40				
07:30 - 08:30	419		52				
18:00 - 19:00	432		26				
12:00 - 13:00	357		28				
19:00 - 20:00	304		36				
13:15 - 14:15	301		34				
08:30 - 09:30	293		33				
11:00 - 12:00	292		34				
06:30 - 07:30	268		47				
10:00 - 11:00	248		30				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:00 - 18:00	696	449.8	39	39.3	240	160	No
15:15 - 16:15	650		59				
14:15 - 15:15	439		40				
07:30 - 08:30	419		52				
18:00 - 19:00	432		26				
12:00 - 13:00	357		28				
19:00 - 20:00	304		36				
13:15 - 14:15	301		34				
08:30 - 09:30	293		33				
11:00 - 12:00	292		34				
06:30 - 07:30	268		47				
10:00 - 11:00	248		30				

SWITRS Query & Map: Result

Selected Criteria

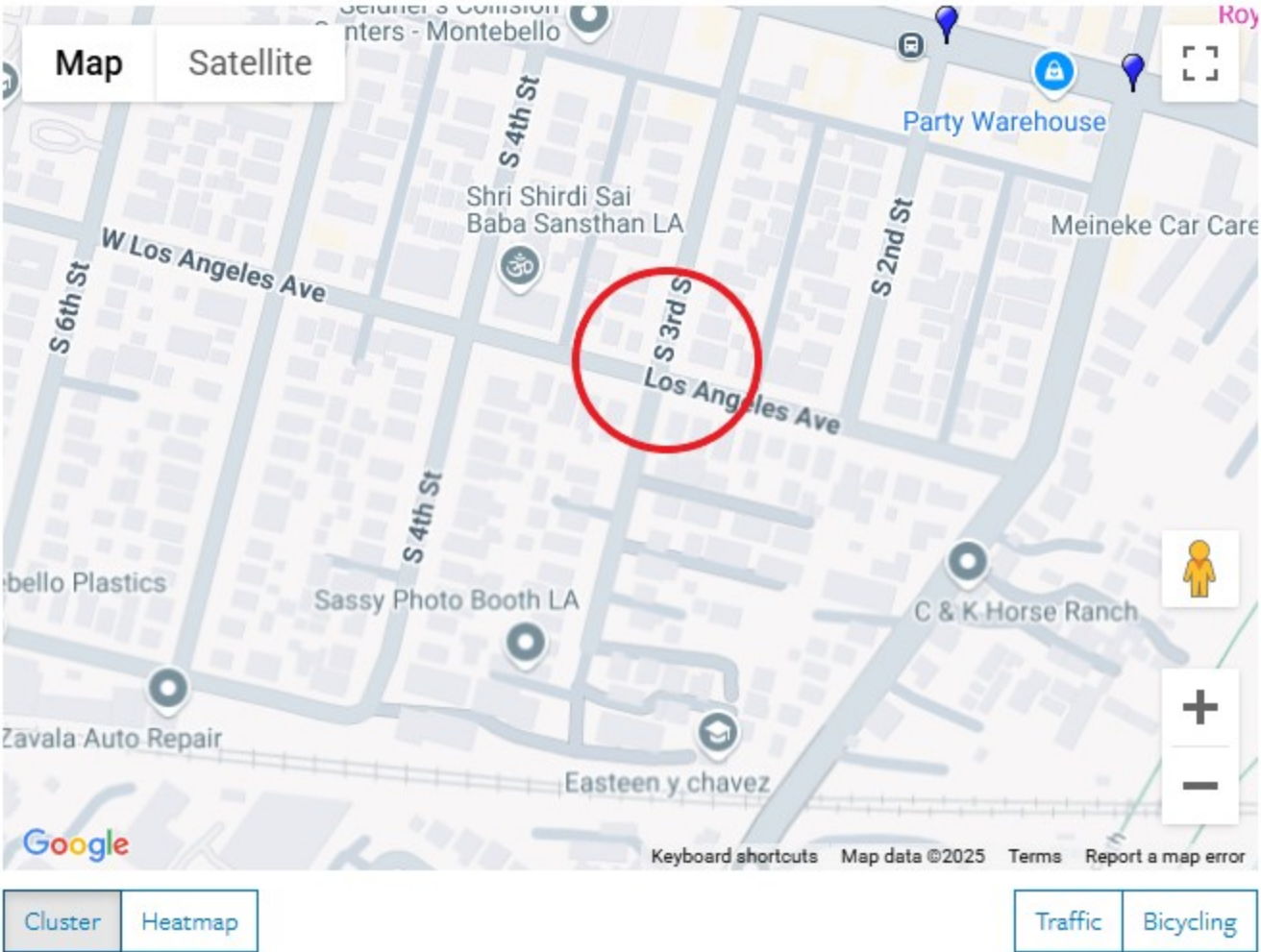
[New Query](#) / [Query by Case ID\(s\)](#) / [Change Filters](#) / [Download Raw Data](#) / [Print](#) / [Help](#)

Date & Location

Date: 09/30/2022 - 09/30/2024

County: Los Angeles

City: Montebello



582 of 597 (97.5%) Crashes are geocoded and mapped. [List Unmapped Crashes](#)



ITEM # 5

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

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Cesar Roldan, Director of Public Works
SUBJECT: **ADDITION OF A STOP BAR AND STOP SIGN ON THE SOUTHEAST CORNER OF VAIL AVENUE AND MINES AVENUE**
DATE: March 31, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission take the following actions:

1. Add a stop sign and stop bar pavement legend on the Southeast corner of Vail Avenue and Mines Avenue as a temporary measure to alleviate the California Public Utilities Commission (CPUC) concerns.

BACKGROUND/DISCUSSION:

San Gabriel Valley Council of Governments (SGVCOG) in conjunction with Alameda Corridor-East (ACE) oversee and manage the construction of the Montebello Corridor Grade Separation Project (Project). This project started in 2024 and includes bridges at the UPRR crossing and Montebello Boulevard and on Olympic Boulevard and Montebello Boulevard. This creates a roadway underpass that allows traffic to flow without freight rail impediments. A direct result of the project includes integral pedestrian crossing safety enhancement measures on the Union Pacific Railroad (UPRR) and the Greenwood Avenue, Maple Avenue, and Vail Avenue at-grade crossings.

California Public Utilities Commission (CPUC) staff ensure that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. CPUC has legal regulatory authority over rail safety within California. The CPUC's Rail Crossings and Engineering Branch (RCEB) engineers evaluated the rail crossing at Vail Avenue on January 31, 2025. CPUC rail safety inspectors are federally certified to enforce both state and federal laws, regulations, orders, and directives related to rail transportation. The RCEB reviewed the configuration of this specific location after receiving train and community related complaints. RCEB engineers noted that traffic was backing up onto

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the rail tracks, potentially increasing the chances of vehicle versus train collisions.

City staff and the SGVCOG and the project's engineer-of-record were informed of these violations. SGVCOG's proposes to help address the CPUC's concerns by allowing southbound Vail Avenue traffic to flow by installing a stop sign and applicable pavement markings at the southeast corner of Mines Avenue. This allows southbound Vail Avenue traffic to continue and/or go eastbound on Mines Avenue without waiting for northbound traffic to clear on northbound Mines Avenue. This proposal is a temporary measure until SGVCOG can implement its detour on Vail Avenue pending completion of work to be performed by UPRR and SGVCOG's contractor. SGVCOG have prioritized the project detour plans on Vail Avenue and expects it to be completed concurrently as work progressed at the project site.

ANALYSIS:

N/A

CONCLUSION:

It is recommended that the Traffic & Safety Commission approve the addition of a stop sign and stop bar pavement legend on the Southeast corner of Vail Avenue and Mines Avenue as a temporary measure to alleviate the CPUC concerns.

ENVIRONMENTAL IMPACT:

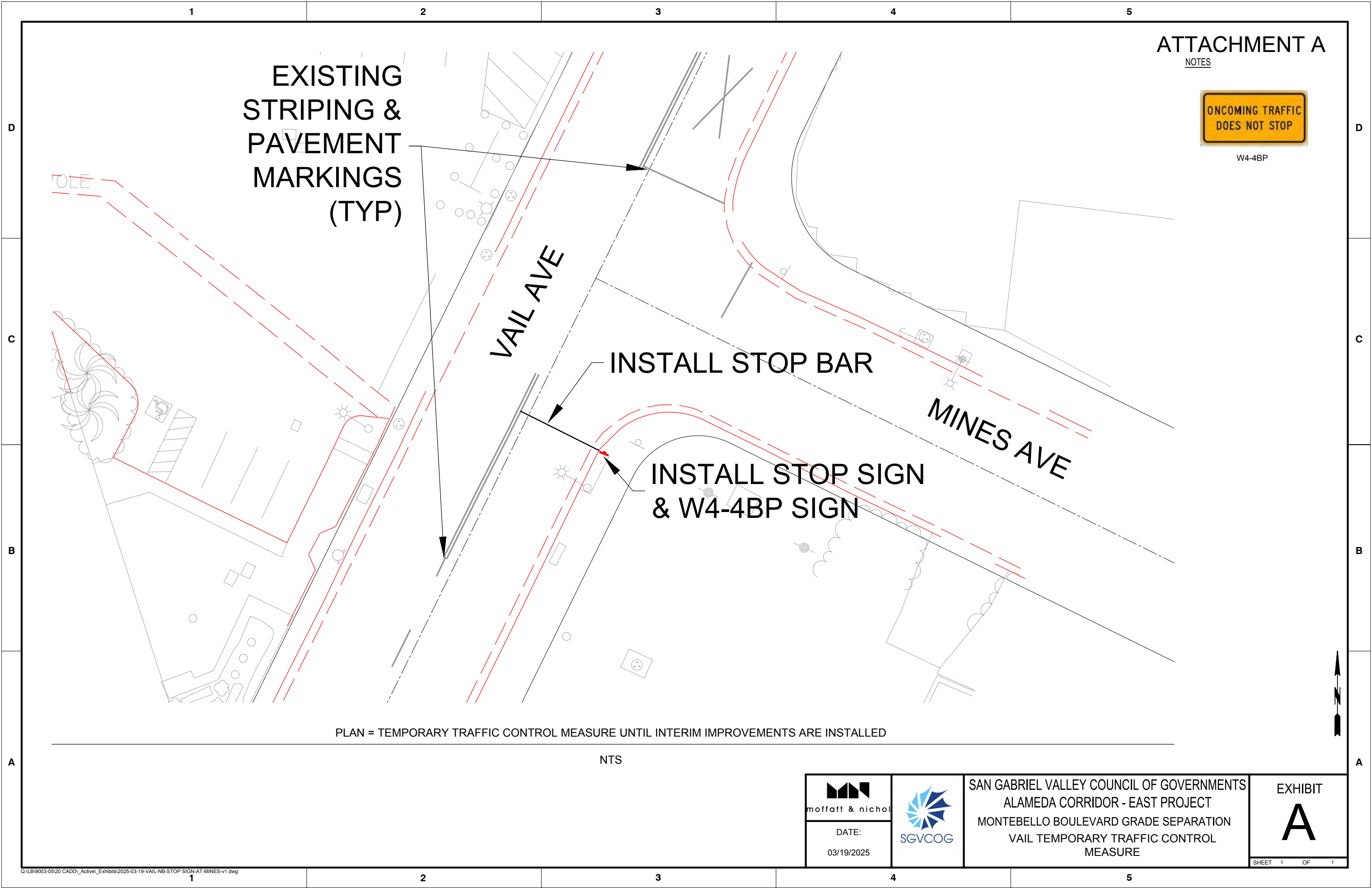
N/A

FISCAL IMPACT:

N/A

ATTACHMENT(S)

1. Attachment A - 2025-03-19-VAIL-NB-STOP SIGN-AT-MINES-v1
2. Attachment B - CPUC Guidance for use of Yield or Stop Signs



STATE OF CALIFORNIA

M e m o r a n d u m

Date: October 17, 2014

From: Public Utilities Commission

Rail Crossings and Engineering Branch

Subject: *CPUC Guidance for Use of YIELD or STOP Signs with the Crossbuck Sign at Public Passive: Highway-Rail Grade Crossings and Highway-LRT Grade Crossings*

This memorandum is to clarify the current national Manual on Uniform Traffic Control Devices (MUTCD) mandate for public passive grade crossings as referenced in the California MUTCD 2012 as well as to provide guidance on design and placement of YIELD or STOP signs in conjunction with the Crossbuck (R15-1) sign at public passive highway-rail crossings and highway-light rail transit crossings.

Introduction

The Manual on Uniform Traffic Control Devices (MUTCD) defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under Title 23 Code of Federal Regulations (23 CFR), Part 655, Subpart F.

The MUTCD, which has been administered by the FHWA since 1971, is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques.

On December 16, 2009, a final rule adopting the 2009 Edition of the MUTCD was published in the Federal Register with an effective date of January 15, 2010. States must adopt the 2009 National MUTCD as their legal state standard for traffic control devices within two years from the effective date.

As of January 13, 2012, the California Department of Transportation (Caltrans) adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee. Caltrans requested and received a letter to confirm substantial conformance from FHWA for the [CA MUTCD 2012](#) edition. The CA MUTCD 2012 edition includes

FHWA's MUTCD 2009 edition dated December 19, 2009, as amended for use in California.

The CA MUTCD 2012 edition supersedes and replaces the previously adopted (on January 21, 2010) CA MUTCD as well as Chapters 4, 5, 6, 8, 10, 11, 12, and the traffic signals portion of chapter 9 of the 1996 Caltrans Traffic Manual, as amended, and all previous editions thereof.

Purpose

The purpose of this memorandum is to clarify the current national MUTCD mandate for public passive grade crossings as referenced in the CA MUTCD 2012 as well as to provide guidance on design and placement of YIELD or STOP signs in conjunction with the Crossbuck (R15-1) sign at public passive highway-rail crossings and highway-light rail transit (LRT) crossings. For the remainder of this memo, passive grade crossings refer to both highway-rail and highway-LRT passive grade crossings. The traffic control at passive grade crossings is to permit safe and efficient operation of rail, LRT and highway traffic over such crossings. Roadway users approaching a passive grade crossing should be prepared to yield and stop if necessary if a train is at or approaching the crossing. The new standards to include YIELD or STOP signs at public passive crossings are intended to better inform road users that they are approaching the passive grade crossings.

By definition in 23 CFR Section 646.204, passive highway-rail crossings are those having warning devices such as signs and pavement markings located at or in advance of grade crossings to indicate the presence of a crossing but which do not change aspect upon the approach or presence of a train. In the CA MUTCD 2012, Section 1.13A Definitions, a passive crossing is defined as a grade crossing where none of the automatic traffic control devices associated with an Active Grade Crossing Warning System are present and at which the traffic control devices consist entirely of signs and/or markings.

New Standard and Target Compliance Date

- At passive grade crossings, a Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, a Number of Tracks (R15-2P) plaque, if two or more tracks are present, **and either a YIELD (R1-2) or STOP (R1-1) sign**. A YIELD or STOP sign shall be installed in compliance with the provisions of Part 2, Section 2B.10, and Figures 8B-2 and 8B-3 of the CAMUTCD 2012.
- If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing, a Crossbuck Assembly including the **YIELD or STOP** sign shall be installed on the right-hand side of the highway on each approach to the highway-LRT grade crossing. (CAMUTCD 2012- 8B.04)

Beginning with the CA MUTCD 2012, Crossbuck signs at public passive crossings are required to include either a YIELD or a STOP sign. The signs may be placed on the same post below the Crossbuck, or may be placed immediately adjacent to the Crossbuck on a separate post.

There are approximately 1,600 passive grade crossings in California which need to be modified in the next few years to meet the new CA MUTCD 2012 standard. The target compliance date for implementation of the YIELD or STOP signs is **December 31, 2019**, as noted in CA MUTCD 2012, Table I-2.-Target Compliance Dates Established by the FHWA.

Guidance for the New Standard

The California Public Utilities Commission (CPUC/Commission) is the lead agency for coordinating the installation of YIELD and STOP signs at passive grade crossings. The Rail Crossings Engineering Branch (RCEB) of the CPUC provides the following as guidance to railroads and roadway authority agencies on handling the implementation of these changes to the passive grade crossings.

Default Choice - A YIELD sign shall be the default traffic control device for Crossbuck Assemblies on all highway approaches to passive grade crossings.

YIELD signs are required at all public passive crossings with Crossbucks **except**:

1. Where the crossing is within a Traffic Signal control.
2. Where there is an existing STOP sign for the crossing.
3. Where an engineering study determines a STOP sign should be installed at the passive grade crossing.

Determination of When to Use STOP Signs

The Crossbuck sign is a regulatory sign that requires vehicles to yield to trains and stop if necessary. However, road users may not clearly understand and comply with the regulatory requirement when just the Crossbuck sign is present at passive grade crossings. If a new STOP control is being considered for roadway traffic at a passive grade crossing that does not have an existing stop sign and only has a Crossbuck, an engineering study justifying the STOP control is required for approval by the CPUC. This crossing modification requires the submittal of a General Order (GO) 88-B application. The engineering study justifying the new stop control is to be submitted along with the GO 88-B application. If the crossing will remain a yield to train traffic condition, then, a YIELD sign must be installed at the passive grade crossing.

Engineering Study Components for STOP Signs

The engineering study and/or engineering judgment should include, among other factors, the following:

- Where the sightlines obstruct the visibility of the passive grade crossing in one or more quadrants as viewed on each approach from the location of the advanced railroad warning (W10-1) sign and a STOP sign is not already present (giving due consideration to seasonal crops or vegetation beyond the highway and railroad or LRT rights-of-ways)
- Characteristics of the highway, such as the functional classification, number of lanes, geometric conditions (crossing angle, minimum track clearance distance, clear storage distance, etc.), and vehicular traffic volumes (including percentage of trucks), proximity to industrial areas and roadway speed;
- Characteristics of the railroad including, but not limited to, frequency (including daily train traffic volumes and switching operations), type of trains, speed of trains, and the number of tracks; and
- Passive grade crossing collision history.

Installation Details

When used at a public passive crossing, the YIELD or STOP sign shall be installed in conformance with the general principles and standards for sign installations in Part 2 and Part 8 of the CA MUTCD 2012.

Minimum Vertical Clearance

The minimum height, measured vertically from the bottom of the YIELD or STOP sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the YIELD or STOP sign to the elevation of the near edge of the traveled way:

- Shall be 4 feet minimum if installed on an existing Crossbuck sign post,
- Shall be 5 feet minimum if mounted on a separate post in a rural area,
- Shall be 7 feet minimum on a new installation in area with pedestrian movements or parking whether on the same or separate post.

Retroreflective Strips

- A vertical strip of retroreflective white material, not less than 2 inches in width, shall be used on each Crossbuck support at passive grade crossings for the full length of the back of the support from the Crossbuck sign or Number of Tracks plaque to within 2 feet above the ground (CA MUTCD 2012 Section 8B.04(15)).
- The color of the retroreflective strip on the front of the support may be red (CA MUTCD 2012 Section 2A.21) or white (CA MUTCD 2012 Section 8B.03), while the color of the retroreflective strip on the back of the support shall be white. The dimensions and placement of the retroreflective strips shall be in conformance with the standards in CA MUTCD 2012 Section 8B.04.
- The vertical strip of retroreflective material may be omitted from the back sides of Crossbuck sign supports installed on one-way streets.
- The retroreflective strips should not interfere with the crash worthiness of the sign support.

Sign Placement Lateral Offset

Where a curb is present, there must be 2 feet from the edge of sign to the face of the curb. If no curb is present, provide at least 6 feet from the shoulder and at least 12 feet from the traveled lane. Please refer to Section 2A.19 and Figure 2A of CA MUTCD 2012 for detailed information.

STOP Line vs. YIELD Line Pavement Markings

Section 8B.28 of the CA MUTCD 2012 contains provisions regarding the use of stop lines or yield lines at grade crossings.

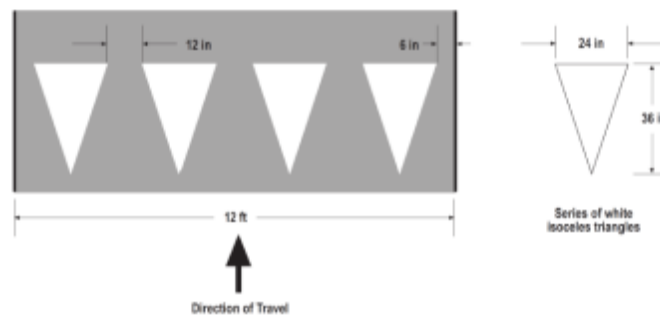
STOP Lines:

On paved roadway approaches to passive grade crossings where a STOP sign is installed in conjunction with the Crossbuck sign, a stop line should be installed to indicate the point behind which highway vehicles are required to stop or as near to that point as practical. The STOP line should be a 24 inch wide transverse line at a right angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest rail.

YIELD Lines:

On paved roadway approaches to passive grade crossings where a YIELD sign is installed in conjunction with the Crossbuck sign, a yield line may be installed to indicate the point behind which highway vehicles are required to yield or stop or as near to that point as practical but no closer than 15 feet in advance of the nearest rail. YIELD lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made. The individual triangles comprising the yield line should have a base of 24 inches wide and a height of 36 inches. The space between the triangles should be 12 inches (See CA MUTCD 2012 Figure 3B-16 (CA) below). RCEB recommends that where YIELD signs are installed and the road is paved, a YIELD line be installed by the roadway agency. The CA MUTCD 2012 does not allow for the option of installing a STOP line with a YIELD sign. Therefore, any existing STOP line must be removed where a YIELD sign is installed for the passive grade crossing.

Figure 3B-16 (CA). Recommended Yield Line Layouts



STOP AHEAD and YIELD AHEAD Signs

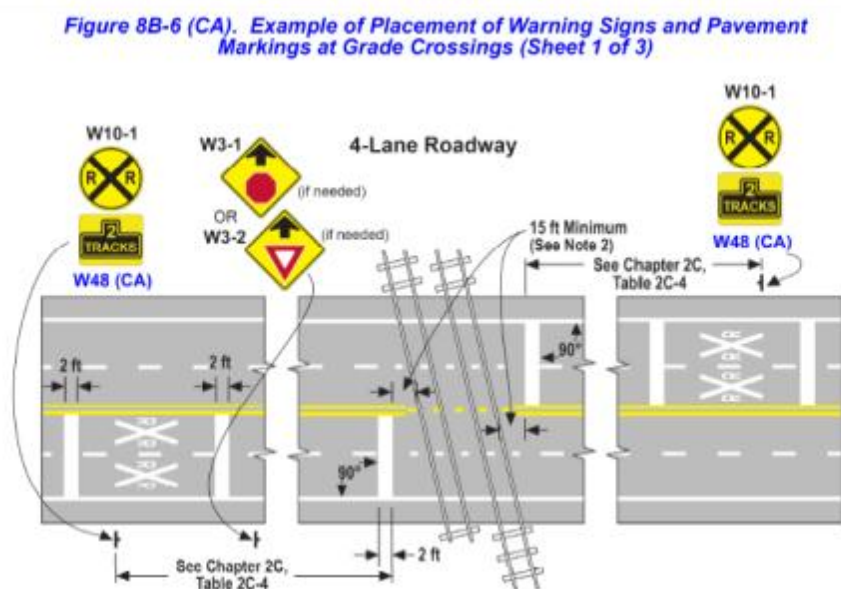
The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. Based on CA MUTCD 2012, Section 2.36, when the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a YIELD Ahead (W3-2) sign shall be installed in advance of the YIELD sign, or a STOP Ahead (W3-1) sign shall be installed in advance of the STOP sign. Visibility restriction means:

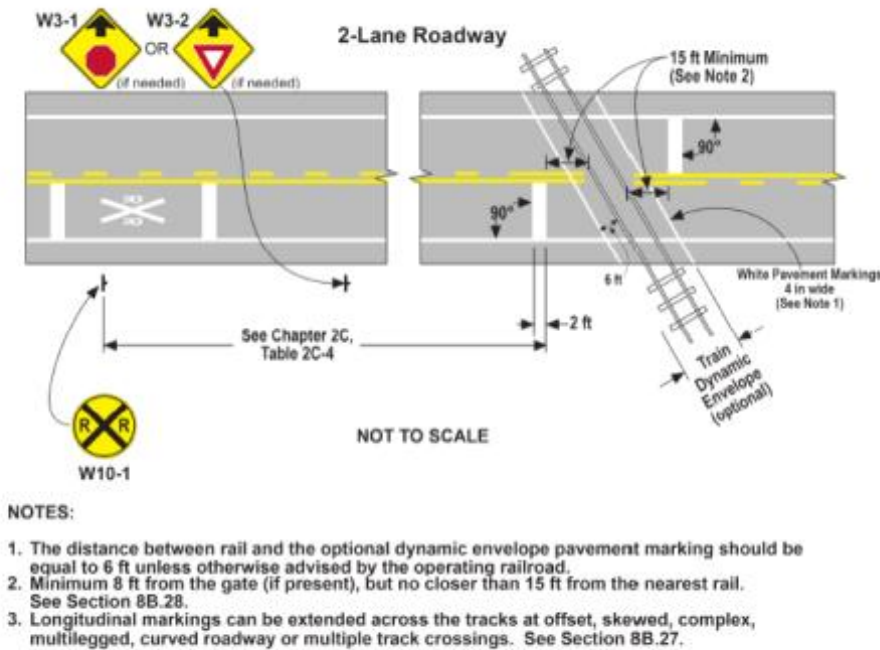
- That the YIELD or STOP signs is not visible for a sufficient distance to permit the road user to respond to the device. In practice, for railroad crossings this will mean when one is at the location of the advanced warning sign (W10 series), if you cannot see the passive signage at the crossing due to permanent obstructions (such as buildings, road curvature, etc.), the STOP/YIELD Ahead sign must be installed by the roadway authority.

- Where the visibility of the YIELD or STOP sign at the crossing would be obstructed intermittently, such as due to foliage, parked cars, seasonal crops, etc. engineering judgment should be used to determine the treatment.
- Where visibility is not impaired, but engineering judgment determines that a STOP sign is necessary to provide additional emphasis, it may also be placed by the road authority.

If a YIELD Ahead or STOP Ahead sign is installed on the approach to the crossing, the advanced railroad crossing (W10-1) sign shall be installed upstream from the YIELD Ahead or STOP Ahead sign. The YIELD Ahead or STOP Ahead sign shall be located in accordance with Table 2C-4 of the CA MUTCD 2012. The minimum distance between the signs shall be in accordance with Section 2C.05 and Table 2C-4 of the CA MUTCD 2012.

See following example from CA MUTCD 2012 Figure 8B-6(CA):





Reporting Requirements

The CPUC requires a GO 88-B or a Form G from the railroad and/or roadway agency be submitted for the following:

1. A Commission GO 88-B, titled *Request for Authority to Modify a Crossing*, **must be filed** by the roadway agency when:

A new STOP control is being installed at a passive grade crossing where there was no STOP sign before.

2. A Commission Standard Form G, titled *Report of Changes at Highway Grade Crossings and Separations* must be filed for changes at all crossing locations not requiring a GO 88-B. Form G requirements and forms can be obtained at the CPUC web site Form G page at

<http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

A. Form G by Railroad

The railroad's report must indicate

1. Whether the YIELD/STOP sign was installed on the Crossbuck post or on a separate post of the passive grade crossing;
2. United States Department of Transportation (DOT) Number; and

3. Street name.

B. Form G by Road Authority

The Road Authority's report must indicate:

1. Whether a YIELD/STOP Ahead sign was installed at the passive grade crossing;
2. If a YIELD line pavement marking or STOP line was installed at the passive grade crossing, or No pavement marking installed, or removed existing STOP line after YIELD sign was installed by the railroad.
3. DOT Number; and
4. Street name.

Reporting of YIELD/STOP Signs Installation

In most cases, the railroads will be the party responsible to install and maintain the YIELD or STOP sign with the Crossbuck Assembly at the railroad crossing. The railroads should provide notification to the responsible local agency and the CPUC at least 60 days prior to placement of any YIELD sign. For a new stop control at the passive grade crossing, the roadway agency shall request that the railroad install the new stop sign in accordance with current CA MUTCD standards. The railroad shall notify the local agency and the CPUC at least 60 days prior to placement of any new STOP sign. CPUC can provide contact information for local agencies to the railroads. This will allow the local agencies time to review and plan for additional signage and marking changes for the passive grade crossings. Railroads may install a YIELD or STOP sign and report the change via a Form G for all locations without further review. The local roadway agency is responsible for submitting the GO 88-B for new stop control for roadway users.

Note: Since the railroad will be visiting the passive grade crossings, RCEB advises railroads to take the opportunity and maintain other signs like the Emergency Notification Signs (I-13), number of tracks signs (R15-2) and worn Crossbuck signs (R15-1).

Reporting of STOP Line or YIELD Line Pavement Markings

Pavement markings are typically the responsibility of the agency with jurisdiction over the roadway. The installation of STOP lines or YIELD lines for passive grade crossings should be installed by the roadway authority. The roadway authority shall then file the Form G for changes to the passive grade crossing. A Form G is not required for the maintenance of existing pavement markings. The roadway authority should also notify

any removal of existing STOP limit lines where a YIELD sign was installed at a passive grade crossing with a Crossbuck Assembly.

Reporting Changes of Advanced Warning Signage

Advance warning signage is typically installed and maintained by the agency with jurisdiction over the roadway. The roadway authority shall file a Form G to notify the CPUC of any YIELD AHEAD or STOP AHEAD advanced warning sign installations. The installation of these signs may also require the relocation of the advanced railroad crossing (W10-1) signs, and number of tracks (W48) signs where applicable.

Note: Since the roadway authority will be visiting the passive grade crossings, RCEB advises roadway agencies to take the opportunity and maintain other signs and pavement markings: like the W10-1 series advanced warning signs, parking restriction signs near the crossing, RXR pavement markings, etc.



ITEM # 6

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

TO: Traffic and Safety Commission Members
FROM: Raul Alarez, City Manager

BY: Cesar Roldan, Director of Public Works

SUBJECT: MODIFICATIONS TO STRIPING AND PARKING ON GREENWOOD AVENUE AT OLYMPIC BOULEVARD

DATE: March 31, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission take the following actions:

1. Allow San Gabriel Valley Council of Governments (SGVCOG) to make the proper modifications to the existing striping and red curb at the Greenwood Avenue and Olympic Boulevard intersection to alleviate the California Public Utilities Commission (CPUC) concerns.

BACKGROUND/DISCUSSION:

San Gabriel Valley Council of Governments (SGVCOG) in conjunction with Alameda Corridor-East (ACE) oversee and manage the construction of the Montebello Corridor Grade Separation Project (Project). This project started in 2024 and includes bridges at the UPRR crossing and Montebello Boulevard and on Olympic Boulevard and Montebello Boulevard. This creates a roadway underpass that allows traffic to flow without freight rail impediments. A direct result of the project includes integral pedestrian crossing safety enhancement measures on the Union Pacific Railroad (UPRR) and the Greenwood Avenue, Maple Avenue, and Vail Avenue at-grade crossings.

California Public Utilities Commission (CPUC) staff ensure that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. CPUC has legal regulatory authority over rail safety within California. The CPUC's Rail Crossings and Engineering Branch (RCEB) engineers evaluated the rail crossing at Greenwood Avenue on January 31, 2025. CPUC rail safety inspectors are federally certified to enforce both state and federal laws, regulations, orders, and directives related to rail transportation. The RCEB reviewed the configuration of this specific location after

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF MARCH 31, 2025

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receiving train and community related complaints. RCEB engineers noted that traffic was backing up onto the rail tracks, potentially increasing the chances of vehicle versus train collisions.

City staff, SGVCOG and their project engineer-of-record were informed of these violations. SGVCOG's proposes to help address the CPUC's concerns by removing existing parking and adding red curb on the eastside of Greenwood Avenue between Olympic Boulevard and the railroad tracks and on the southwest corner of Olympic Boulevard, just west of Greenwood Avenue. Adding red curb on the eastside of Greenwood Avenue between Olympic Boulevard and the railroad tracks allows for a second northbound through/right lane to be added. This allows for a larger queuing capacity north of the railroad tracks.

To offset the loss of parking on this segment of Greenwood Avenue, the proposal includes striping modifications on Olympic Boulevard, just east of Greenwood Avenue, to allow for adequate parking spaces on the southside of Olympic Boulevard. This modification allows for the exchange of parking spaces on the southside of Olympic Boulevard to compensate for the loss of parking on Greenwood Avenue.

SGVCOG's proposal would only be for a temporary time period until SGVCOG can implement its detours on Greenwood Avenue, pending completion of work to be performed by UPRR and SGVCOG's contractor. SGVCOG expects their contractor to complete its work by January 2026.

ANALYSIS:

N/A

CONCLUSION:

It is recommended that the Traffic & Safety Commission allow for SGVCOG to make the proper modifications to the existing striping and red curb at the Greenwood Avenue and Olympic Boulevard intersection to alleviate the CPUC concerns.

ENVIRONMENTAL IMPACT:

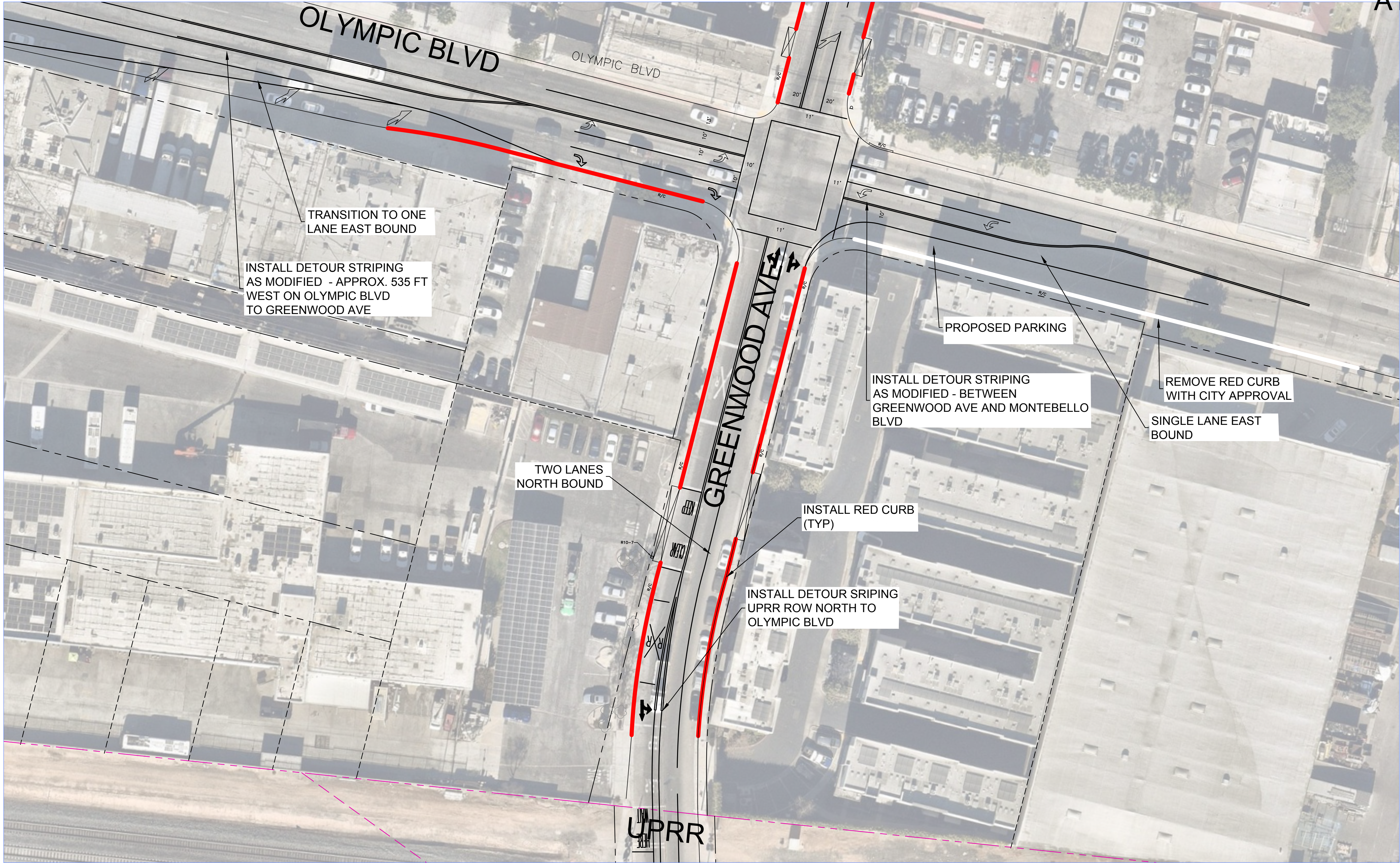
N/A

FISCAL IMPACT:

N/A

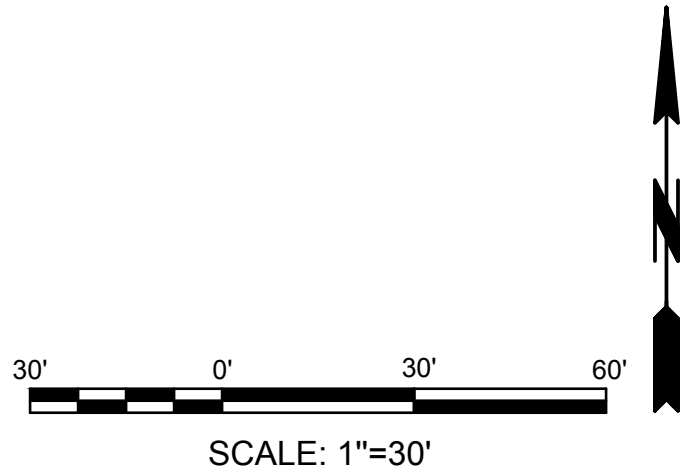
ATTACHMENT(S)

1. Attachment A - Exh-Greenwood-Temp-Mods-v1.-PLAN-S. OF OLYMPIC



PLAN - TEMPORARY STRIPING MODIFICATIONS GREENWOOD AVE AND OLYMPIC BLVD - UPRR TO OLYMPIC BLVD.

SCALE: 1" = 30'



DATE:
03/24/2025



SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
ALAMEDA CORRIDOR - EAST PROJECT
MONTEBELLO BOULEVARD GRADE SEPARATION
TEMPORARY STRIPING MODIFICATIONS
GREENWOOD AVE AND OLYMPIC BLVD

EXHIBIT

A

SHEET 1 OF 2