



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, APRIL 28, 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
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 THE FEBRUARY 24, 2025, TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

RECOMMENDATION: Approve said minutes as written.

2. APPROVAL OF THE MARCH 31, 2025, TRAFFIC & SAFETY COMMISSION MEETING MINUTES

RECOMMENDATION: Approve said minutes as written.

REGULAR BUSINESS

3. SPEED HUMPS ON BRADSHAWE STREET BETWEEN VIA SAN DELARRO AND VIA CAMPO

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

1. Approve the segment of Bradshawe Street between Via San Delarro and Via Campo for the installation of a speed humps as a safety measure of speed control;
2. Provide routine enforcement, particularly during early morning hours, to cite any speeders;
3. Allow the Traffic Engineer to conduct the necessary counts to monitor and evaluate the effect of speed hump on this segment of Bradshawe Street.

4. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF BLUFF ROAD AND MOUNTAIN VIEW AVENUE

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

1. Receive and file the all-way stop sign study for the intersection of Bluff Road and Mountain View Avenue;
2. Approve the City Traffic Engineer’s recommendation to deny the request for an All-Way stop sign intersection and to install red curb at the intersection approaches of Bluff Road and Mountain View Avenue as shown in Attachment B.

5. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF GREENWOOD AVENUE AND LOS ANGELES AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Greenwood Avenue and Los Angeles Avenue.
2. Approve the City Traffic Engineer's recommendation to deny the request for an All-Way stop sign control at the intersection of Greenwood Avenue and Los Angeles Avenue and authorize the repainting of the existing curb and pavement markings within the intersection for a distance of 100 feet in each direction.

COMMISSION/COMMITTEE ORALS

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

6.
 1. **COMMISSIONER TAKEYAMA**
 1. **DUE TO THE GRADE SEPERATION PROJECT, 52-FOOT TAILERS ARE TRAVELING DOWN RESIDENTIAL STREETS, SPECIFICALLY ON FERGUSON AND PICKERING WAY.**

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on May 26, 2025, at 6:00 PM. 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, April 24, 2025, at 5:00 PM.

Samantha Leyva

Samantha Leyva, Managment 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)

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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.



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

MINUTES

MONDAY, MARCH 31, 2025 AT 6:00 PM

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

CALL TO ORDER

Chair Beas called the meeting to order at 6:01 p.m.

PLEDGE OF ALLEGIANCE

Commissioner Takeyama led the Commission in the Pledge of Allegiance.

ROLL CALL

Members present were Chair Beas, Commissioner LaRocca, Commissioner Hernandez, and Commissioner Takeyama.

CORRECTIONS TO THE AGENDA

No 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.

Private Citizen, Raul, provided his public comment about the intersection of Whittier Boulevard and 6th Street.

MINUTES

1. APPROVAL OF FEBRUARY 24, 2025, TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

RECOMMENDATION: Approve said minutes as written.

The Meeting Minutes for February 24, 2025, Traffic and Safety Commission were tabled to the next meeting in April.

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.

Traffic Engineer, Dennis Barnes, provided a brief presentation of the item.

Commissioner LaRocca inquired about the methods used to count the number of vehicles passing through the intersection. Traffic Engineer, Dennis Barnes, explained that pneumatic tube counters are commonly used. These devices consist of rubber tubes laid across the roadway. As vehicles drive over the tubes, the machine identifies the number of vehicles that drive over the tubes.

Chair Beas mentioned that he had recently driven through the area and questioned why the intersection approaches did not have red curbs. He noted that installing red curbs would improve visibility for drivers by preventing vehicles from parking too close to the intersection.

City Manager, Raul Alvarez, provided clarification to the commission regarding the recommended actions outlined in the staff report.

Commissioner LaRocca made a motion to approve the item as is, which was seconded by Chair Beas. The motion passed with four votes in favor and one member absent.

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.

Traffic Engineer, Dennis Barnes, gave a brief presentation on the item.

Commissioner LaRocca pointed out an error in the report, noting that the date listed for when the vehicle counts were taken was incorrectly stated as December 2025.

Traffic Engineer, Dennis Barnes, acknowledged the mistake and clarified that the counts were actually conducted in December 2024.

Commissioner LaRocca also commented on the staff's recommendation to paint red curbs 25 feet from the intersection approach. He referenced the Daylighting Law, which prohibits parking within 20 feet of an intersection to maintain clear sight lines.

Traffic Engineer, Dennis Barnes, explained that while the Daylighting Law establishes a minimum requirement of 20 feet, staff recommended extending the red curb to 25 feet. He stated that this additional distance would further enhance visibility for drivers by improving the sight distance for oncoming traffic.

Chair Beas inquired whether the intersection was located near an industrial area.

Public Works Director Cesar Roldan confirmed that the intersection is indeed situated near an industrialized zone.

Commissioner LaRocca motioned to approve the item as is, which was seconded by Chair Beas. The motion passed with four votes in favor and one member absent.

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.

Traffic Engineer, Dennis Barnes, gave a brief presentation on the item.

Commissioner Takeyama asked for clarification on whether the existing red curbs would be refurbished and extended.

Mr. Barnes explained that the recommendation was not to extend the red curbs but simply to repaint the existing red curbs to restore their visibility.

City Manager, Raul Alvarez, asked whether the current red curb provides adequate sight distance for drivers to safely see oncoming traffic.

Mr. Barnes responded that, based on current observations, the existing red curb appears to offer sufficient visibility. However, he added that a field inspection would be necessary to fully assess the visibility conditions. If the inspection reveals a need for additional markings, staff would return to the Commission with further recommendations.

Commissioner LaRocca referred to Figure 2 of the staff report and noted that the vehicle shown in the image appeared to be obstructing the view, making it unclear whether there was any red curb present in that area.

Mr. Barnes confirmed that staff could verify this during a field inspection.

Chair Beas mentioned that he frequently drives through the intersection and expressed concerns about the safety of the location. He observed that drivers often fail to stop, and that oncoming traffic moves at high speeds, making it difficult for drivers stopped at the intersection to safely proceed. He also noted that the area is often congested with vehicles. Chair Beas stated that he would prefer an all-way stop sign be installed at the intersection and announced his intent to vote against staff's current recommendation.

City Manager, Raul Alvarez, explained that staff, based their recommendation on the results of a recent traffic study. He acknowledged the possibility that unreported incidents may have occurred, but emphasized that only documented data was considered in the analysis.

Chair Beas reiterated his concerns about the intersection and requested that staff reexamine the conditions at the location.

City Manager, Raul Alvarez, responded that the Commission had the authority to reject the current staff recommendation and request a reevaluation, which could be brought back for further consideration at a future meeting.

Chair Beas agreed with that approach.

Commissioner Takeyama added that the red curbs should also be reevaluated during the follow-up review.

Commissioner Hernandez asked what other minimum thresholds or standards were being used in the report to assess the safety of the intersection.

Mr. Barnes stated that the Commission had the authority to direct staff to install all-way stop signs if they deemed it necessary for public safety.

Public Works Director Cesar Roldan clarified that, under the municipal code, if the Commission wishes to implement stop signs outside the parameters supported by the traffic data, staff could defer the matter to City Council for final approval.

Commissioner LaRocca motioned to deny staff's recommendation and to refer the installation of an all-way stop sign at the intersection of 3rd Street and Los Angeles Avenue to the City Council for final consideration. The motion was seconded by Commissioner Takeyama and passed with four votes in favor and one member absent.

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.

Public Works Director, Cesar Roldan, gave a brief presentation on the item.

Commissioner Hernandez inquired about how the proposed stop sign would affect students attending the Applied Technology Center (ATC) high school, specifically raising concerns about the possible need for a crossing guard at the intersection.

Chief Lopez explained that the City Police collaborate with the School Police to identify schools most impacted by traffic congestion. He suggested that the matter be brought to the attention of the Montebello Unified School District (MUSD), which could potentially include the intersection in their existing monitoring agreement.

Commissioner Hernandez also proposed that parents of students could volunteer to assist with ensuring student safety in the area.

Commissioner Takeyama asked for clarification on what a stop bar is.

Public Works Director, Cesar Roldan, responded that a stop bar is a pavement marking indicating where motorists are required to stop. Further explained that in recent months, the commission had worked with ATC high school to improve

safety and efficiency during student drop-offs and pick-ups. This collaboration led to the installation of red curbs on Mines Avenue, encouraging parents and guardians to drop off students within school grounds.

Commissioner LaRocca moved to approve the item, which was seconded by Chair Beas. The item passed with four votes in favor and one member absent.

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.

Public Works Director Cesar Roldan gave a brief presentation on the item.

Commissioner Hernandez asked how long the proposed improvements would take to complete from the time of initiation, and how long those improvements were expected to remain in place.

Director Roldan responded that, if the Commission voted in favor of the item, the California Public Utilities Commission would be notified immediately so that they could initiate the required work. He explained that the San Gabriel Valley Council of Governments recognized the City's urgent need for these safety enhancements, which is why their contractor would be responsible for carrying out the improvements. He further explained that the enhancements would remain in place during the construction period of the Grade Separation Project. Additionally, he noted that in the future, staff would return to the Traffic and Safety Commission with proposals for establishing quiet zones, which would prohibit trains from sounding their horns in the area.

Commissioner LaRocca then asked for clarification regarding the recommended parking stalls—specifically, whether they were temporary and, if so, whether they could be restored to their original configuration.

Director Roldan confirmed that the parking stalls were indeed temporary and could be returned to their original state once the project was complete.

Commissioner LaRocca motioned to approve the item, which was seconded by Commissioner Hernandez. The item passed with four votes in favor and one member absent.

COMMISSION/COMMITTEE ORALS

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

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

Chair Beas presented his Commission Oral, stated that the Via Paseo is a right turn only onto Wilcox, but motorists are making left turns. The Chair asked how the right turn arrow can be more acknowledged for motorists. Asked staff to do a field inspection to observe vehicles making the right and left turns onto Wilcox.

City Manager, Raul Alvarez, stated that staff will do a field inspection and provide an update.

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

Chair Beas adjourned the meeting at 6:58 PM.



ITEM # 3

**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: SPEED HUMPS ON BRADSHAWE STREET BETWEEN VIA SAN DELARRO AND VIA CAMPO
DATE: April 28, 2025

RECOMMENDATION(S):

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

1. Approve the segment of Bradshawe Street between Via San Delarro and Via Campo for the installation of a speed humps as a safety measure of speed control;
2. Provide routine enforcement, particularly during early morning hours, to cite any speeders;
3. Allow the Traffic Engineer to conduct the necessary counts to monitor and evaluate the effect of speed hump on this segment of Bradshawe Street.

FISCAL IMPACT:

There is no Fiscal Impact with the installation of speed humps on Bradshawe Street between Via San Delarro and Via Campo.

BACKGROUND/DISCUSSION:

On October 14, 2024, the Public Works Department received a request from a resident to add speed humps on Bradshawe Street between Via San Delarro and Via Campo. The resident, who is a teacher that resides on Bradshawe Street, expressed concerns that traffic traveling from Beverly Boulevard through Bradshawe Street often speed through to reach Pomona Boulevard, making it dangerous for the residents to exit their driveways safely. Staff observed that this segment of Bradshawe Street is being used by motorists as a cut-through route, due to the lack of speed control measures or neighborhood traffic-calming devices such as speed humps. The installation of speed humps would help

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 28, 2025

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reduce speeding and improve the safety and quality of life for residents residing on Bradshawe Street between Via San Delarro and Via Campo.

Bradshawe Street between Via San Delarro and Via Campo is a local north-south residential street with a prima fascia speed limit of 25 miles per hour (mph). The length of this segment of Bradshawe Street is approximately 2,535 feet. The street provides one lane of travel in each direction with parking along both sides. The roadway width is approximately 40 feet from curb to curb. There are single-family homes on both sides of the street.

ANALYSIS:

To evaluate each speed hump request, a signed petition is normally obtained from the residents on the street requesting speed humps. This is a documented majority of at least seventy-five percent (75%) of property owners/residents residing along the affected portion of that street (one vote per each legal address).

In this case, portions of the roadway on Bradshawe Street between Via San Delarro and Via Campo were resurfaced as part of the FY 2023-24 SB1 Street Paving project. Speed humps were re-installed on Findlay Avenue, which is a street that parallels Bradshawe Street to the east. Staff took advantage of the economy of scales to install the additional speed humps to enhance the safety of the neighborhood.

The speed humps added have a height of 3 to 3.5 inches and a travel length of 12 feet.

The following information summarizes some of the key points reviewed during the evaluation process by staff:

1. Condition: Local, residential street with one travel lane in each direction.— Satisfied. The street is residential with one travel lane in each direction.
2. Roadway width is not more than 40 feet.— Satisfied. The roadway width is 40'.
3. There are no curves that would make it difficult for drivers to see the speed humps or cushions as they approach them.— Satisfied. There are no curves on the segment.
4. Traffic volumes between 500 and 2,000 vehicles per day. — To be conducted.
5. Speed limits of 30 mph or less. — Satisfied. The prima facie speed limit is 25 mph.
6. Actual measured 85th percentile speeds greater than 35 mph. — To be conducted.
7. Speed humps shall not be installed on roadways with grades of five percent or more. — Satisfied. There are no grades on the roadway.
8. Not a transit route or primary emergency response route. — Satisfied. The segment is not a transit or primary emergency route.³

Speed humps are located in front of the following addresses:

Figure 1 - 628 Bradshawe Street looking South

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Figure 2 - 709 Bradshaw Street looking South



Figure 3 - 741 Bradshawe Street looking South



Figure 4 - 765 Bradshawe Street looking South



Figure 5 - 813 Bradshawe Street looking South



Figure 6 - 841 Bradshawe Street looking South



ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on the analysis on the existing conditions, it has been determined that this roadway segment satisfies 6 of the 8 requirements for installation of speed humps. The Traffic Engineer will collect data as a key part of the evaluation of the speed humps effectiveness.

ATTACHMENT(S)

None



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 Barnes - Traffic Engineer
SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF BLUFF ROAD AND MOUNTAIN VIEW AVENUE
DATE: April 28, 2025

RECOMMENDATION(S):

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

1. Receive and file the all-way stop sign study for the intersection of Bluff Road and Mountain View Avenue;
2. Approve the City Traffic Engineer's recommendation to deny the request for an All-Way stop sign intersection and to install red curb at the intersection approaches of Bluff Road and Mountain View Avenue as shown in Attachment B.

FISCAL IMPACT:

There is no fiscal impact associated to this item.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all-way stop controls at the intersection of Bluff Road and Mountain View 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:

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- 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:
 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.

INVESTIGATION:

Based on the request, staff and the City Traffic Engineer did research for any past T&S reports for the intersection to identify all safety issues. The review included both past and new traffic volume and pedestrian counts 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 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:

South Bluff Road is a north-south local residential street with a posted 25 miles per hour (MPH) speed limit. Mountain View Avenue is a two-lane residential street and has existing stop signs installed at its intersection with South Bluff Road. Figure 1 provides

an aerial view of the intersection, while figures 2, 3 and 4 illustrate the street view conditions on each intersection approach in the east and north directions, respectively.

Figure 1 - Aerial View of S. Bluff Road and Mountain View Avenue



Figure 2 - Street View of Mountain View Avenue at S. Bluff Road looking East



Figure 3 - Closer Street View of Mountain View Avenue at S. Bluff Road looking East



Figure 4 - Street View of Mountain View Avenue at S. Bluff Road looking North



ANALYSIS:

Staff collected traffic volume counts and retrieved collision data from SWITRS to conduct the analyses of the request to determine if the intersection meets the stop sign warrant requirements to install all-way stop controls.

Average Daily Traffic (ADT)

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24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, December 10, 2024, to December 12, 2024, at the intersection. The traffic volume warrants were not met.

Collision Data

The latest citywide collision records available were collected for the time period between September 30, 2022, to September 30, 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.

Red Curb

Increasing the line of sight at intersections can 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 pedestrians crossing the street 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. Based on these considerations, it is recommended that red curb be installed on all approaches to the subject intersection. The installation of red curb will improve safety for all modes of travel at this intersection. The proposed 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 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.”

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and field reviews, the city traffic engineer recommends that the Traffic and Safety Commission deny the request for an All-Way stop sign installation because the required multi-way stop sign warrant criteria were not met, but approve the installation of red curb shown in Attachment B to enhance safety and comply with the new daylighting law.

ATTACHMENT(S)

1. Attachment A - Bluff Rd and Mountain View
2. Attachment B - Bluff Road and Mountain View Recommendation

Bluff Rd and Montain View Ave

Study Name: Bluff Rd and Mountain View Ave

Study Date : 1/22/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: Bluff Rd
 Number of Lanes : 1
 Total Approach Volume: 5,727

Southbound: Bluff Rd
 Number of Lanes : 1
 Total Approach Volume: 6,101

Minor Street Approaches

Eastbound: Montain View Ave
 Number of Lanes : 1
 Total Approach Volume: 145

Westbound:
 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?
16:00 - 17:00	1011	852.1	4	09.3	300	200	No
17:45 - 18:45	942		7				
14:00 - 15:00	914		13				
07:30 - 08:30	905		12				
15:00 - 16:00	892		5				
13:00 - 14:00	763		11				
11:45 - 12:45	721		14				
09:30 - 10:30	669		8				
18:45 - 19:45	655		9				
10:45 - 11:45	615		13				
08:30 - 09:30	621		5				
06:30 - 07:30	560		9				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1011	852.1	4	09.3	240	160	No
17:45 - 18:45	942		7				
14:00 - 15:00	914		13				
07:30 - 08:30	905		12				
15:00 - 16:00	892		5				
13:00 - 14:00	763		11				
11:45 - 12:45	721		14				
09:30 - 10:30	669		8				
18:45 - 19:45	655		9				
10:45 - 11:45	615		13				
08:30 - 09:30	621		5				
06:30 - 07:30	560		9				

SWITRS Query & Map: Result

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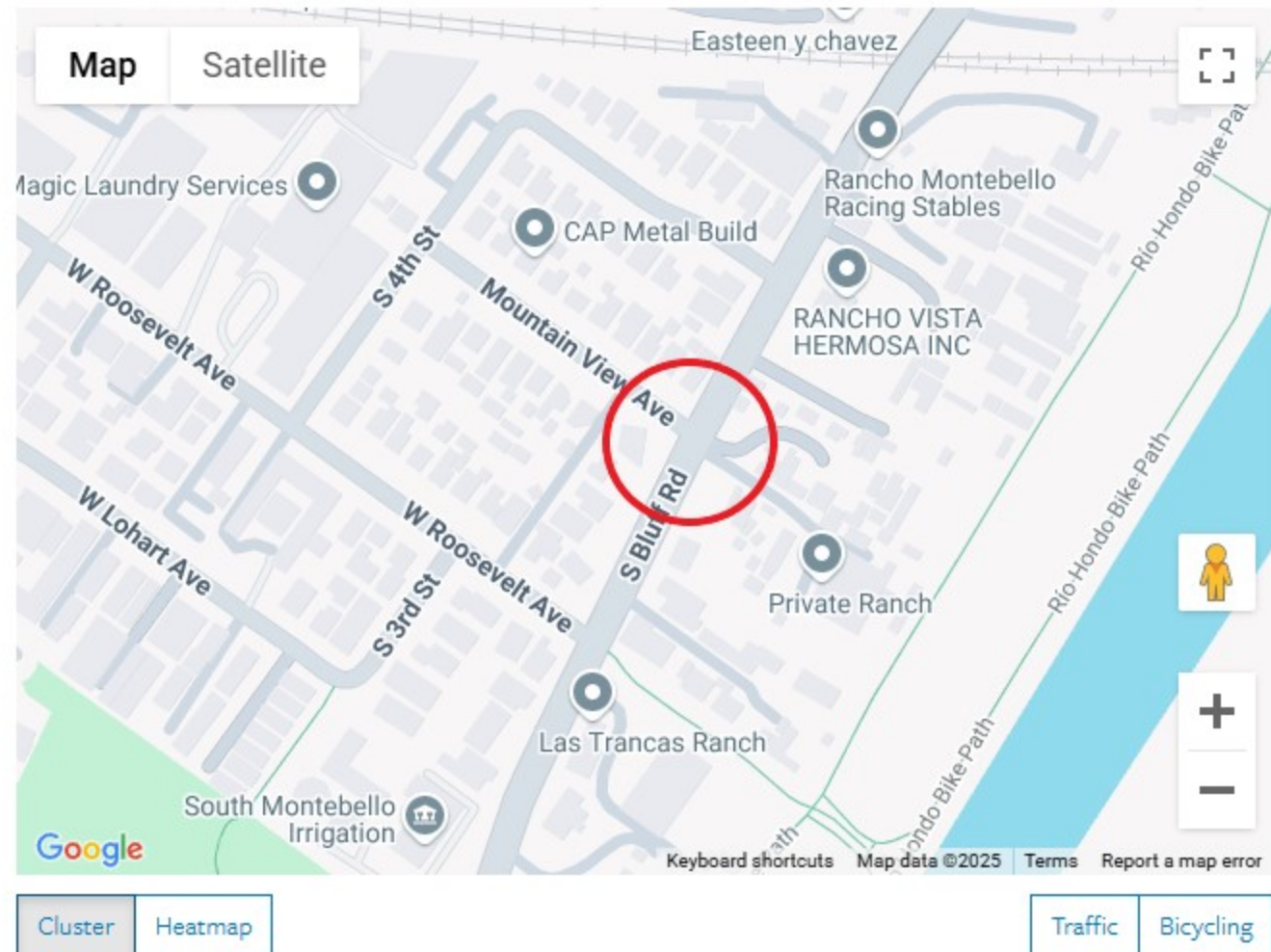
Selected Criteria

Date & Location

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

County: Los Angeles

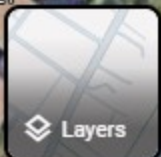
City: Montebello



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

[List Unmapped Crashes](#)

Install new RC or extend existing RC to 25' ad 15' on approach and departure sides, respectively, as shown.





ITEM # 5

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

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes - Traffic Engineer

**SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF
GREENWOOD AVENUE AND LOS ANGELES AVENUE**

DATE: April 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Greenwood Avenue and Los Angeles Avenue.
2. Approve the City Traffic Engineer's recommendation to deny the request for an All-Way stop sign control at the intersection of Greenwood Avenue and Los Angeles Avenue and authorize the repainting of the existing curb and pavement markings within the intersection for a distance of 100 feet in each direction.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all-way stop controls at the intersection of Greenwood Avenue 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:

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- 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:
 - 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 with 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

EXISTING CONDITIONS:

West Los Angeles Avenue is an east-west local residential street with a prima facie speed limit of 25 miles per hour (MPH) speed limit. Greenwood Avenue is a two-lane residential street and has existing stop signs installed at its intersection with West Los Angeles Avenue. Figure 1 provides an aerial view of the intersection while figures 2 and 3 illustrate the street view conditions on the west and east intersection approach and figures 4 and 5 in the north and south directions, respectively. There is existing red curb in each corner of the intersection complying with the new daylighting law as well as street lighting.

Figure 1 - Aerial view of W. Los Angeles Avenue at Greenwood Avenue

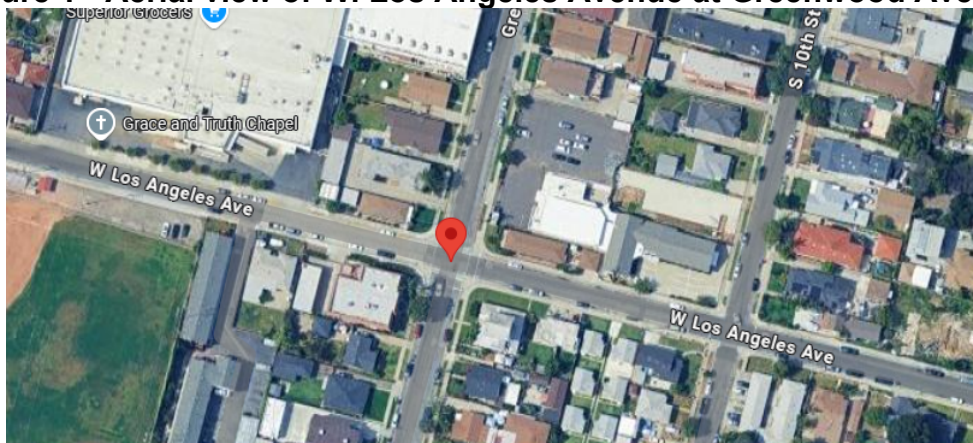


Figure 2 - Street view of W. Los Angeles Avenue at Greenwood Avenue looking West



Figure 3 - Street View of W. Los Angeles Avenue at Greenwood Avenue looking East



Figure 4 - Street view of W. Los Angeles Avenue at Greenwood Avenue looking North

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Figure 5 - Street view of W. Los Angeles Avenue at Greenwood Avenue looking South



ANALYSIS:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 28, 2025

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

Average Daily Traffic (ADT)

24-hour approach traffic volume counts (ADT) were collected on Tuesday-Thursday, December 10, 2024, to December 12, 2024, at the intersection. The traffic volume warrants were not met.

Collision Data

The most recent available citywide collision records were collected for the time period between September 30, 2022, to September 30, 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.

Red Curb

Increasing the line of sight at intersections can 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 pedestrians crossing the street 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. Based on these considerations, it is recommended that red curb be installed on all approaches to the subject intersection. The installation of the red curb can improve safety for all modes of travel at this intersection.

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.”

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and field reviews by staff, the city traffic engineer recommends that the Traffic and Safety Commission deny the request for an All-Way stop sign installation because none of the required multi-way stop sign warrant criteria was not met at this intersection. However, it is recommended to refresh/repaint the existing curb and pavement markings within the intersection for a distance of 100 feet in each direction.

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 28,
2025**

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ATTACHMENT(S)

1. Attachment A - Greenwood Los Angeles Study Report
2. Attachment B - Los Angeles and Greenwood Recommendation

Study Name: Greenwood Ave and Los Angeles Ave

Study Date : 1/21/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: Greenwood Ave
 Number of Lanes : 1
 Total Approach Volume: 3,715

Southbound: Greenwood Ave
 Number of Lanes : 1
 Total Approach Volume: 4,037

Minor Street Approaches

Eastbound: Los Angeles Ave
 Number of Lanes : 1
 Total Approach Volume: 283

Westbound: Los Angeles Ave
 Number of Lanes : 1
 Total Approach Volume: 1,374

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?
17:15 - 18:15	669	562.9	166	121.1	300	200	No
16:00 - 17:00	678		148				
15:00 - 16:00	576		144				
18:15 - 19:15	566		109				
13:15 - 14:15	552		104				
07:30 - 08:30	549		106				
12:00 - 13:00	485		108				
09:45 - 10:45	428		84				
11:00 - 12:00	418		88				
08:30 - 09:30	404		67				
19:15 - 20:15	346		83				
06:30 - 07:30	300		55				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:15 - 18:15	669	562.9	166	121.1	240	160	No
16:00 - 17:00	678		148				
15:00 - 16:00	576		144				
18:15 - 19:15	566		109				
13:15 - 14:15	552		104				
07:30 - 08:30	549		106				
12:00 - 13:00	485		108				
09:45 - 10:45	428		84				
11:00 - 12:00	418		88				
08:30 - 09:30	404		67				
19:15 - 20:15	346		83				
06:30 - 07:30	300		55				

SWITRS Query & Map: Result

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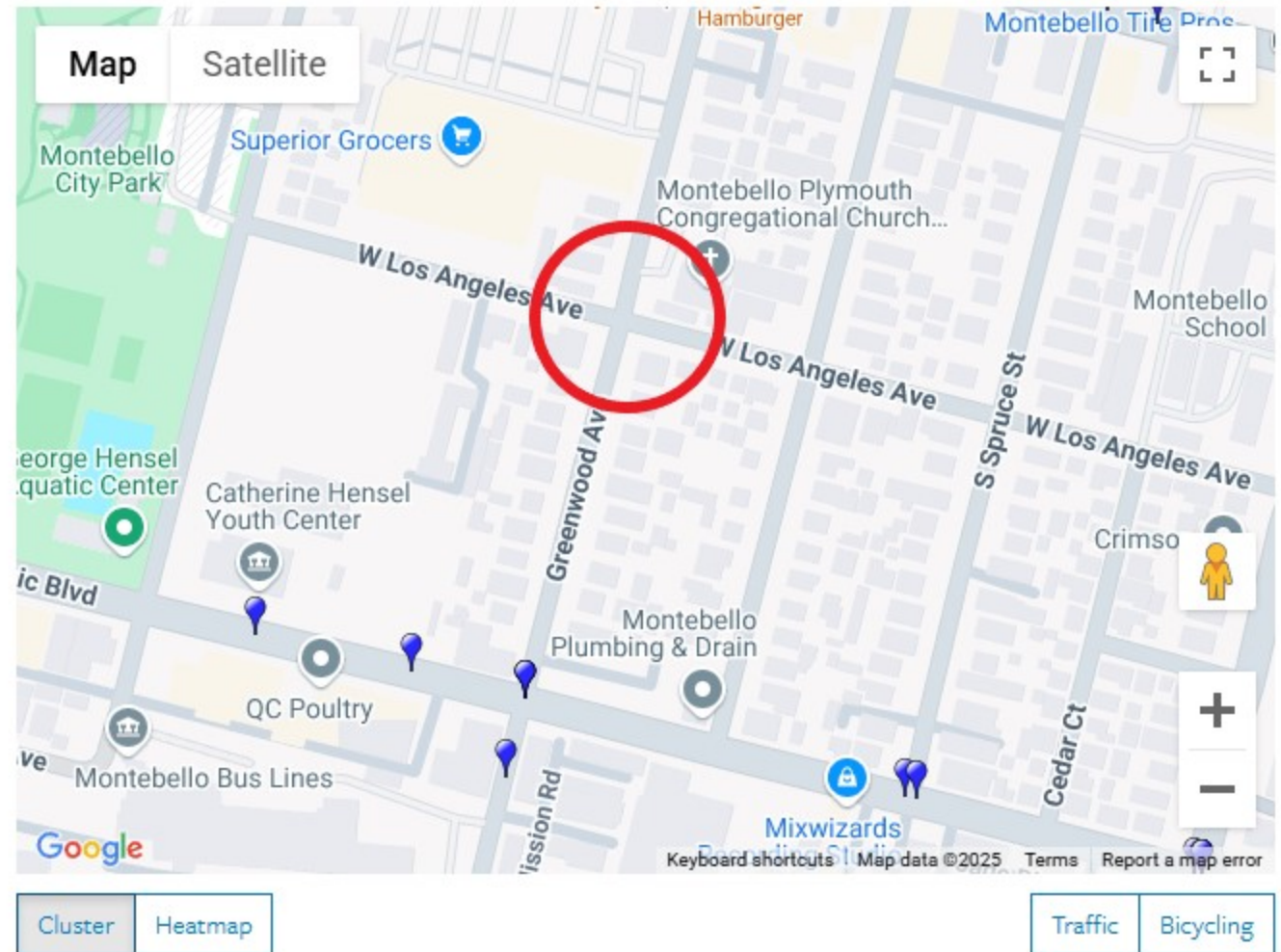
Selected Criteria

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