



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, JUNE 30, 2025 AT 6:00 PM

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

COMMISSION MEMBERS

**RUBEN BEAS, CHAIR
MARIA KNOX, VICE-CHAIR
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

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 APRIL 28, 2025 TRAFFIC & SAFETY COMMISSION MEETING MINUTES**

RECOMMENDATION: Approve the Minutes as written.

REGULAR BUSINESS

2. **MONTEBELLO BOULEVARD GRADE SEPARATION PROJECT - OLYMPIC BOULEVARD AT MONTEBELLO BOULEVARD TEMPORARY CLOSURE**

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

1. Approve or deny San Gabriel Valley Council of Governments' request to close Olympic Boulevard in both directions at Montebello Boulevard to facilitate and minimize the length of time to construct the Montebello Grade Separation Project; and
2. Approve San Gabriel Valley Council of Governments' request to install a temporary stop sign on northbound Greenwood Avenue, south of Truck Way; and
3. Approve or deny the temporary use of 4th Street between Olympic Boulevard and Whittier Boulevard for truck access for the commercial/industrial properties located on the south side of Olympic Boulevard, east of Montebello Boulevard.

3. **ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF HARDING AVENUE AND TAYLOR AVENUE**

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Harding Avenue and Taylor Avenue.
2. Approve the City Traffic Engineer's recommendations to deny the request for an All-Way stop sign intersection at Harding Avenue and Taylor Avenue and to install red curb on the intersection approaches as shown in Attachment B.

4. **ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF KEENAN STREET AND VIA SAN DELARRO**

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Keenan Street and Via San Delarro; and
2. Deny the request for an all-way stop sign at the intersection of Keenan Street and Via San Delarro; and
3. Approve staff recommendation to install red curb at intersection of Keenan Street and Via San Delarro.

5. 1140 MAXWELL STREET BLUE CURB APPLICATION

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

- 1. Deny the request for the installation of Disabled Parking space at 1140 Maxwell Street.

6. 100 NATASHA LANE RED CURB INSTALLATION REQUEST

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

- 1. Approve the city traffic engineer recommendation for the addition of 7 feet of red curb marking at 100 Natasha Lane as shown in Figure 3.

7. 230 CEDAR COURT RED CURB REMOVAL REQUEST

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

- 1. Approve the City Traffic Engineer recommendation for the removal of 10 feet of red curb marking at 230 Cedar Court as shown in Figure 3.

8. 148 S. MAPLE AVENUE RED CURB REMOVAL

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

- 1. Approve the request for the removal of red curb space at 148 S. Maple Avenue.

COMMISSION/COMMITTEE ORALS

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

9. COMMISSIONER TAKEYAMA

- 1. **52-foot trailers, instead of passing through District 4, the trailers are now stopping and resting for days at a time. Requesting Code Enforcement to assist.**

10. CHAIR BEAS

- 1. **Stop Sign on Cleveland and Popular**
- 2. **Traffic near Wilcox Elementary School**

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on July 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, June 26, 2025 at 5:00 P.M.

Samantha Leyva

Samantha Leyva, Managment Analyst



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

MINUTES

MONDAY, APRIL 28, 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 6:00 p.m.

PLEDGE OF ALLEGIANCE

Commissioner Takeyama led the Commission in the Pledge of Allegiance.

ROLL CALL

Chair Beas, Vice Chair Knox, Commissioner LaRocca, Commissioner Hernandez, and Commissioner Takeyama were present.

CORRECTIONS TO THE AGENDA

No corrections to the agendas.

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.

No public comment.

MINUTES

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

RECOMMENDATION: Approve said minutes as written.

Chair Beas made a motion to approve this item, the motion passed with 3 present voters and 2 voters who were not present at this meeting.

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

RECOMMENDATION: Approve said minutes as written.

Commissioner LaRocca motioned to approved, seconded by Commissioner Takeyama, the motion passed.

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.

Public Works Director, Cesar Roldan, provided a brief presentation on the item regarding the 30 mph or less speed limit. He stated that a resident had requested the installation of speed humps to prevent speeding in the residential area. The six areas met the six out of eight requirements for the installation of speed humps.

Commissioner LaRocca asked what would happen if the speed humps proved ineffective and inquired whether a traffic study had been completed. Cesar confirmed that a study had not been conducted prior to installation.

Commissioner LaRocca also asked why the speed humps were smaller. Cesar Roldan explained that the speed humps were modeled after those located on Findlay Avenue.

Chair Beas asked if the speed humps were the same size as those on Findlay Avenue. The Public Works Director confirmed that they are the same size.

Chair Beas motioned to approve the item, seconded by Vice-Chair Knox. The motion passed unanimously.

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.

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

Chair Beas noted that Bluff Road was a main street due to the construction taking place for the Grade Separation Project, and asked how the recommendation would improve the safety of pedestrians and vehicle operators.

Dennis Barnes explained that the red curbs would improve the line of sight for vehicles traveling north and south on Bluff Road when someone exited from Mountain View to merge onto Bluff Road.

Chair Beas asked if the existing stop sign would include blinking lights to help vehicle operators notice the stop sign ahead.

Traffic Engineer Dennis stated that the recommendation was to deny the stop sign installation as the data showed that an all-way stop at the intersection did not meet the warrants; however, he acknowledged that a blinking stop sign would enhance safety, and would monitor the intersection to see if the stop sign required blinking lights.

Commissioner Takeyama asked if there was an existing red curb at the intersection.

Dennis confirmed that a red curb was currently in place but recommended that it be refreshed for increased visibility and suggested extending it to 20 feet at the intersection.

Vice Chair Knox asked if the study recommended denying the stop sign but installing a longer stretch of red curb at the intersection.

The traffic engineer confirmed that assessment.

Vice Chair Knox motioned to approve the item, seconded by Commissioner Takeyama. The motion passed unanimously.

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.

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

Vice Chair Knox asked what the resident’s criteria was to request a four-way stop sign at the intersection.

The Traffic Engineer stated that the specific concerns were not made known, but explained that such requests were commonly related to issues like speeding or limited visibility of oncoming vehicles.

Commissioner LaRocca asked the Traffic Engineer to clarify whether the referenced street markings pertained to the red curb or the white painted lines on the roadway.

The Traffic Engineer responded that the markings refer to painted indicators extending approximately 100 feet in each direction.

Chair Beas stated that he frequently traveled on Los Angeles Street and noted that navigating the intersection was particularly difficult during peak traffic hours.

The Public Works Director stated that, at a previous Traffic Commission meeting, the commission had voted to change the traffic layout for vehicles traveling north on Los Angeles Street. However, he added that the refreshed markings would improve traffic flow through the area. He also cautioned that the addition of a four-way stop sign could cause traffic to back up to the railroad tracks, due to the intersection’s proximity to the tracks.

Vice Chair Knox recommended revisiting the topic in three months for an evaluation period, but for now approve the item as is.

Vice Chair Knox motioned to approve the item, seconded by Commissioner Hernandez. The motion passed.

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.**

Commissioner Takeyama provided a brief presentation on her topic.

City Manager, Raul Alvarez, stated that the City had been working with the police and code enforcement to pull trucks over, particularly by identifying the specific street names.

Commissioner Takeyama requested the installation of visible "No Truck" signs.

City Manager Raul Alvarez asked staff to assess the area to determine what could be done regarding the signage and return to a future meeting to provide an update.

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, Management Analyst

Chair Beas adjourned the meeting at 6:40 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: Cesar Roldan, Director of Public Works

**SUBJECT: MONTEBELLO BOULEVARD GRADE SEPARATION PROJECT -
OLYMPIC BOULEVARD AT MONTEBELLO BOULEVARD
TEMPORARY CLOSURE**

DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve or deny San Gabriel Valley Council of Governments' request to close Olympic Boulevard in both directions at Montebello Boulevard to facilitate and minimize the length of time to construct the Montebello Grade Separation Project; and
2. Approve San Gabriel Valley Council of Governments' request to install a temporary stop sign on northbound Greenwood Avenue, south of Truck Way; and
3. Approve or deny the temporary use of 4th Street between Olympic Boulevard and Whittier Boulevard for truck access for the commercial/industrial properties located on the south side of Olympic Boulevard, east of Montebello Boulevard.

FISCAL IMPACT:

N/A

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 Union Pacific Railroad (UPRR) crossing at Montebello Boulevard and on Olympic Boulevard at Montebello Boulevard. This creates a roadway underpass that allows traffic

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 30, 2025

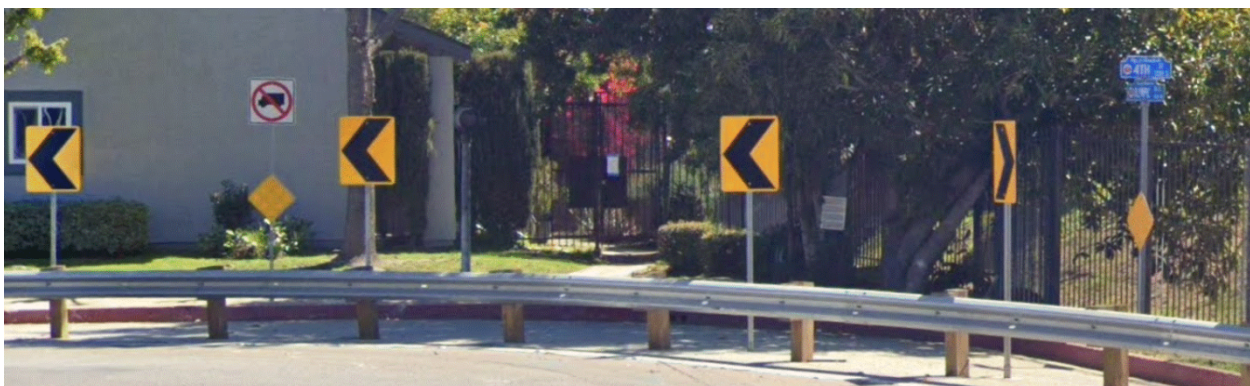
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to flow without freight rail impediments. SGVCOG planned to construct the Olympic Boulevard bridge in two separate phases, with the north half of the bridge being constructed first (east-west traffic redirected to the southerly lanes), followed by construction of the south half of the bridge (east-west traffic redirected to the northerly lanes). The request to close east-west movements on Olympic Boulevard at Montebello Boulevard allows the construction of the bridges to occur in one single phase. Approval of this closure allows for a potential decrease in the time necessary to complete the project and opens through traffic on Montebello Boulevard (Approximately 6 months). The closure would commence in September 2025 and reopen in approximately twenty-five (25) months thereafter.

Another impact to the closure of Montebello Boulevard at Olympic Boulevard is granting temporary truck access on 4th Street in order to service the businesses located on the south side of Olympic Boulevard between Montebello Boulevard and 4th Street. 4th Street between Whittier Boulevard and Olympic Boulevard has truck route restrictions. This segment of 4th Street is not a designated truck route and has Manual on Uniform Traffic Control Devices (MUTCD) regulatory signs R5-2 posted on southbound 4th Street, just south of Whittier Boulevard, and at the intersection of 4th Street and Olympic Boulevard. The Prema facia speed limit on this segment of 4th Street is 25 mph. As part of the evaluation, SGVCOG conducted traffic counts over a 7-day period to determine the number of trucks servicing the four local businesses. The study determined that an average of 11 trucks per day visited these businesses.



4th Street looking south from Whittier Boulevard – MUTCD Regulatory Sign R5-2



Olympic Boulevard at 4th Street looking east – MUTCD Regulatory Sign R5-2

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 30, 2025

Page 4 of 4

It is recommended that the Traffic & Safety Commission approve SGVCOG's requests to close Olympic Boulevard at Montebello Boulevard for the Montebello Grade Separation Project, install a temporary stop sign on northbound Greenwood Avenue south of Truck Way, and temporarily use 4th Street for truck access to commercial and industrial properties.

ATTACHMENT(S)

1. Attachment A - Letter to City of Montebello - Olympic Blvd Closure Request final
2. Attachment B - Montebello T&S Commission June 2025



June 19, 2025

Mr. Raul Alvarez, City Manager
City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640

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Tim Hepburn

1st Vice President
Ed Reece

2nd Vice President
Cory Moss

3rd Vice President
Michael Allawos

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- Duarte
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- Irwindale
- La Cañada Flintridge
- La Puente
- La Verne
- Monrovia
- Montebello
- Monterey Park
- Pasadena
- Pomona
- Rosemead
- San Dimas
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- South Pasadena
- Temple City
- Walnut
- West Covina
- First District, LA County
Unincorporated Communities
- Fifth District, LA County
Unincorporated Communities
- SGV Water Districts

**Subject: Montebello Boulevard Grade Separation Project
Olympic Boulevard Closure**

Dear Mr. Alvarez:

As the San Gabriel Valley Council of Governments (SGVCOG) has previously discussed with the City’s Public Works Director, Mr. Cesar Roldan, SGVCOG would like to request the closure of Olympic Boulevard in both directions at Montebello Boulevard, as shown with approximate limits on Attachment A, to facilitate the construction of the Montebello Grade Separation Project.

Approval of this request will mean traffic on Olympic Boulevard will be closed in both directions, allowing the planned construction of the future Olympic Boulevard bridge to occur in one single phase. Originally, SGVCOG had planned to construct the Olympic Boulevard bridge in two separate phases, with the north half of the bridge being constructed first (east-west traffic redirected to the southerly lanes), followed by construction of the south half of the bridge (east-west traffic redirected to the northerly lanes).

In order to close Olympic Boulevard in both east-west directions at Montebello Boulevard, SGVCOG proposes to redirect vehicular traffic to Greenwood Avenue, Whittier Boulevard, and South 4th Street, as shown on Attachment A. This proposed traffic detour will be in place only during construction of the Olympic Boulevard bridge. If approved, the closure of traffic on Olympic Boulevard in both directions at Montebello would start about September 2025, and reopen approximately 25 months later.

We have analyzed schedule impacts of this proposal and believe this will accelerate completion of the Olympic Boulevard bridge by six months. As always, we are grateful for the City’s continued collaboration and cooperation on the Montebello Boulevard Grade Separation Project. If you have any questions about this request, please contact Ms. Carrie Inciong via email cinciong@sgvcog.org or (626) 485-0008.

Sincerely,

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Cesar Roldan, Director of Public Works, City of Montebello

San Gabriel Valley Council of Governments
1333 S. Mayflower Avenue, Suite 360, Monrovia CA 91016

Proposed Olympic Closure Exhibit





San Gabriel Valley Council of Governments
**MONTEBELLO CORRIDOR
PROJECT**

June 30, 2025



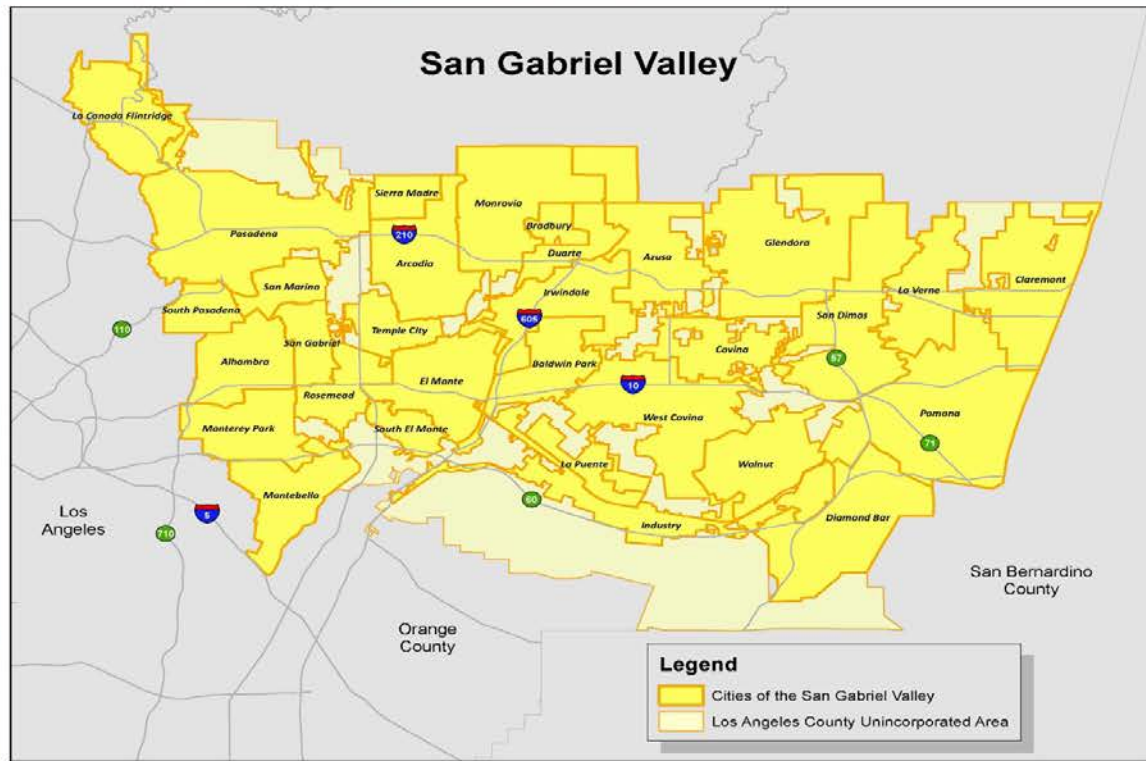


Request approvals to:

- 1. Close Olympic Blvd. @ Montebello Blvd. for Bridge Construction**
- 2. Install temporary stop sign at Greenwood Ave. @ Truck Way**

SGVCOG Member Agencies

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona



Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
San Gabriel Valley
Municipal Water District
Three Valleys
Municipal Water District
Upper San Gabriel Valley
Municipal Water District





Alameda Corridor-East Corridors

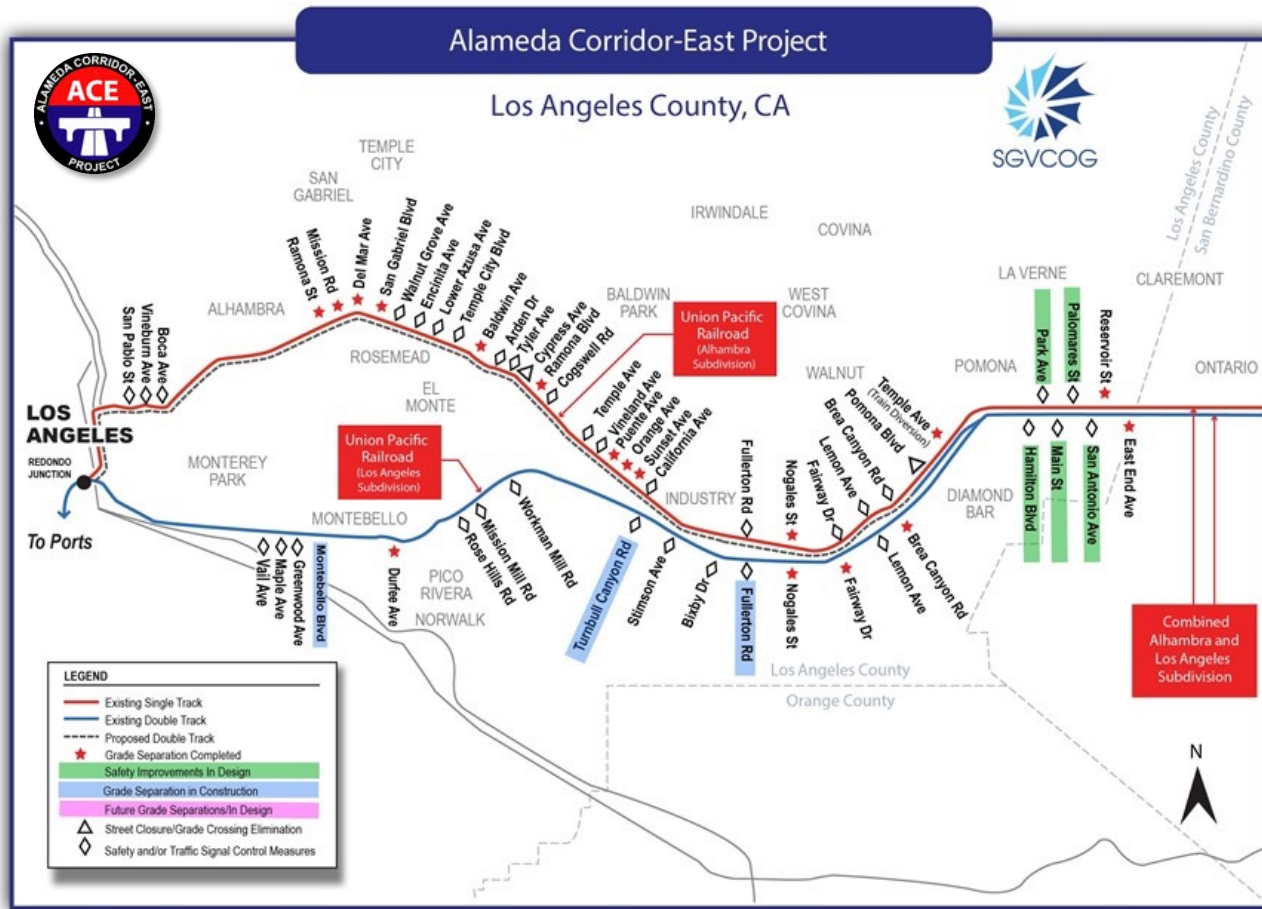


- | | | |
|---|---|--------------|
| Union Pacific Railroad | Alameda Corridor Transportation Authority | East LA Yard |
| Burlington Northern Santa Fe Rail Lines | ACE Project, San Gabriel Valley | Hobart Yard |
| | Alameda Corridor-East Corridors | |

16
Grade Separations Completed

3
Grade Separation Projects in Construction

5
Crossing Safety Improvements in Design



Alameda Corridor-East Project Area

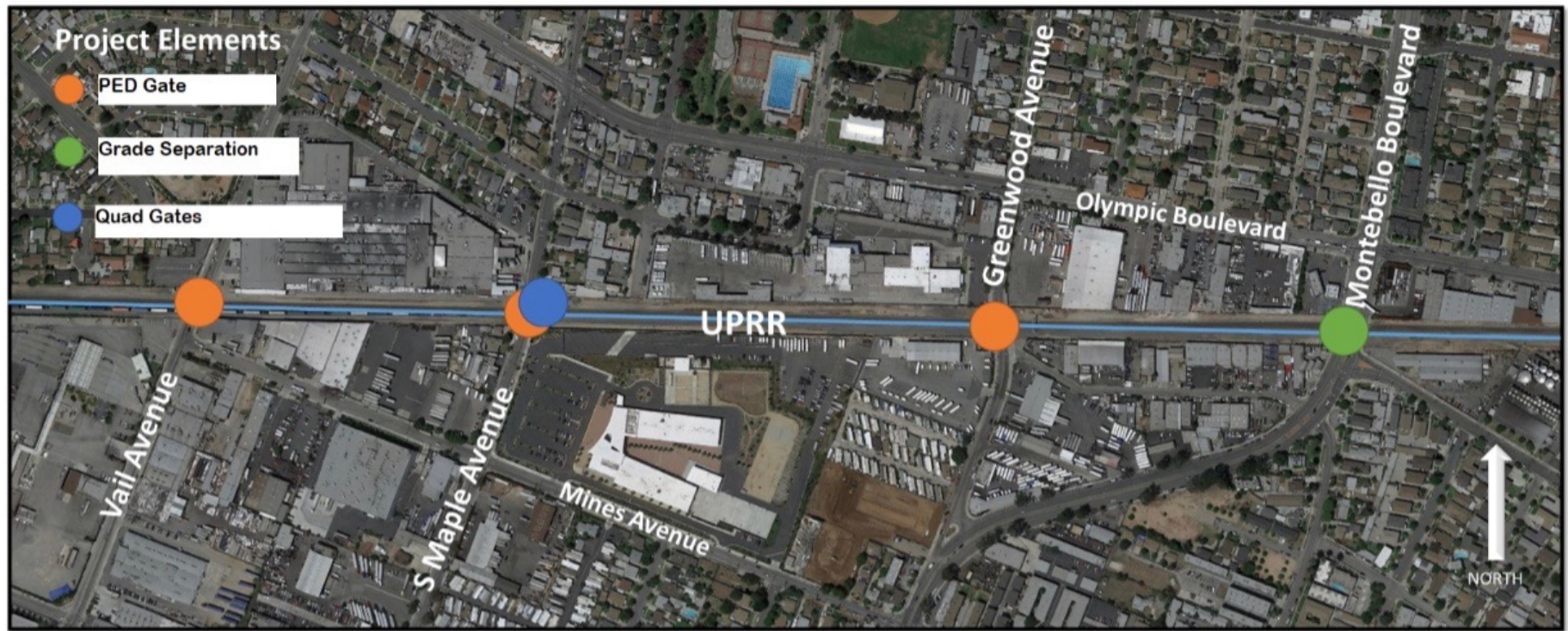
19
Total Grade Separation Projects

53
Crossing Safety Improvements Completed

70
miles of mainline railroad in the San Gabriel Valley



Montebello Corridor Project:





Artist's rendering of completed underpass:





Current status:



Next steps -- begin constructing UPRR and Olympic bridges:



Close Olympic Blvd to traffic at Montebello Blvd, in both directions



Move in heavy equipment – excavators, cranes, dozers, etc



Install shoring, install tiebacks, begin excavating



Begin drilling piles for bridge abutments and bents

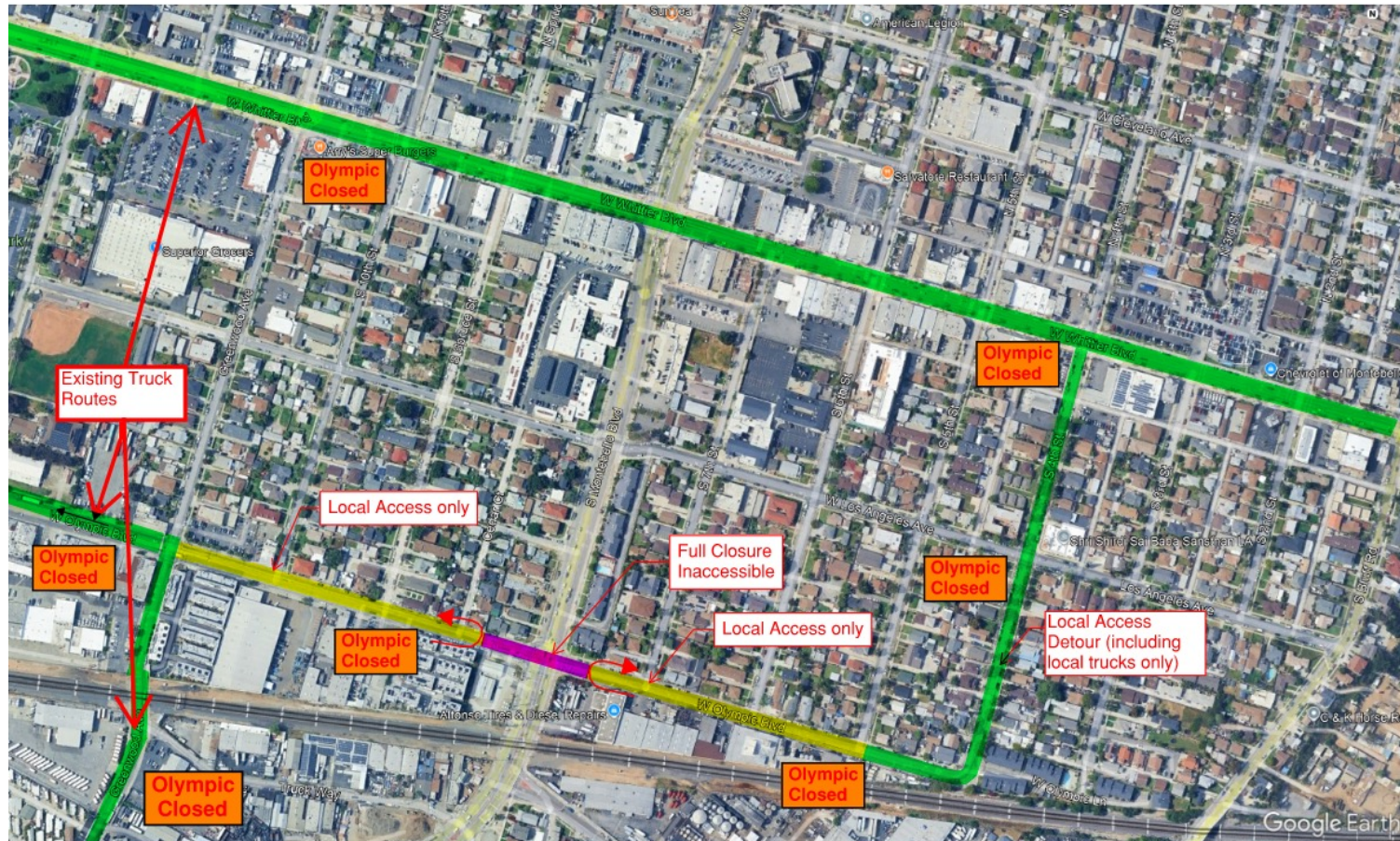


(1) Proposed Olympic Blvd Closure:





Proposed Olympic Closure:





Justification for Olympic Blvd closure:

-
- Without closure – bridge construction 29 months
 - With closure – bridge construction 23 months
 - Ease of constructing the bridge:
 - Reopen Olympic Blvd to traffic 6 months sooner
 - Maintain local access
 - East-west traffic diverted to Whittier Blvd
 - Traffic on 7th/6th/5th/4th Streets reduced to local traffic; eliminates truck through-traffic





















Truck counts:



Traffic Study:

Truck Classification counts were taken over a continuous 7-day period to measure the precise amount of truck traffic generated by local businesses which will utilize the proposed detour route

FHWA Vehicle Classification	
1. Motorcycles -2 axles, 2 or 3 tires	
2. Passenger Cars -2 axles, can have 1 or 2 axle trailers	
3. Pickups, Panels, Vans -2 axles, 4-tire single units can have 1 or 2 axle trailers	
4. Buses -2 or 3 axles, full length	
5. Single Unit 2-Axle Trucks -2 axles, 6 tires (Dual rear tires), single unit	
6. Single Unit 3-Axle Trucks -3 axles, single unit	
7. Single Unit 4 or More Axle Trucks -4 or more axles, single unit	
8. Single Trailer 3 or 4 Axle Trucks -3 or 4 axles, single trailer	  
9. Single Trailer 5 Axle Trucks -5 axles, single trailer	 
10. Single Trailer 6 or More Axle Trucks -6 or more axles, single trailer	 
11. Multi-Trailer 5 or Less Axle Trucks - 5 or less axles, multiple trailers	
12. Multi-Trailer 6 Axle Trucks -6 axles, multiple trailers	 
13. Multi-Trailer 7 or More Axle Trucks -7 or more axles, multiple trailers	

Olympic Ave. Driveway Truck Count Study, Analysis By Driveway							
Dwy Location	413 W Olympic Blvd, Montebello, CA 90640 Dwy S/O W Olympic Blvd	513 W Olympic Blvd, Montebello, CA 90640 Dwy S/O W Olympic Blvd	601 W Olympic Blvd, Montebello, CA 90640 Dwy S/O W Olympic Blvd	617 W Olympic Blvd, Montebello, CA 90640 E Dwy S/O W Olympic Blvd	623 W Olympic Blvd, Montebello, CA 90640 E Dwy S/O W Olympic Blvd	707 W Olympic Blvd, Montebello, CA 90640/Montebello Blvd Entrance Dwy E/O S Montebello Blvd	TOTAL
Truck Movements 6/9/25 - 6/15/25	2	28	19	0	4	25	78
AVG Daily Truck Movements	0.29	4.00	2.71	0.00	0.57	3.57	11.14

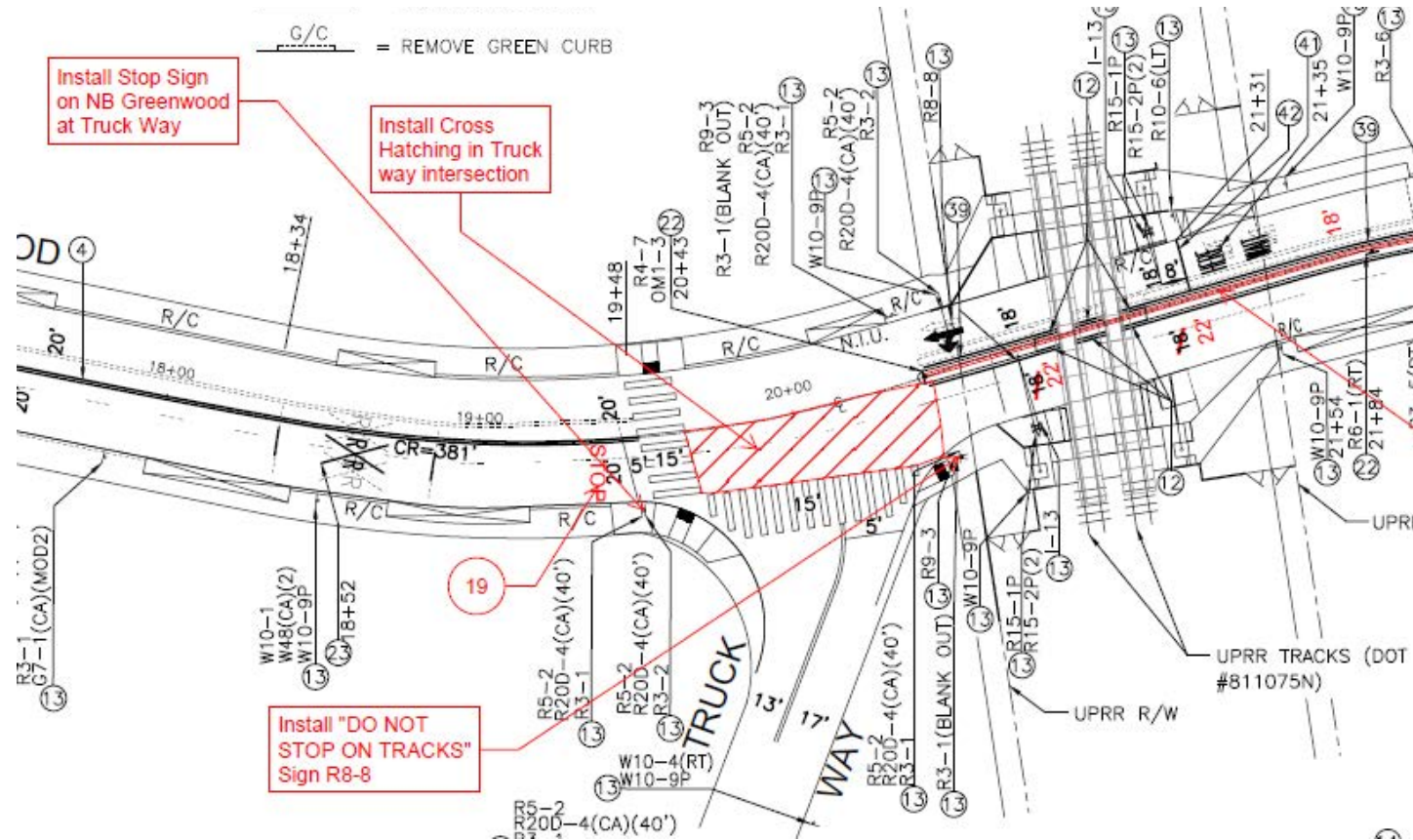
Study Focus:
Classifications 6 through 10



FHWA Scheme F Vehicle Classification (ODOT, 2011)

Data Collected by National Data & Surveying Services

(2) Install temp stop sign at Greenwood Ave and Truck Way:





Justification for temporary stop sign:

-
- Sign will be placed in the northbound lane, Greenwood Ave at Truck Way
 - Prevent cars from stopping on the railroad tracks during traffic congestion
 - CPUC agrees with this safety measure
 - Temporary measure only; future traffic signal will be installed at this intersection



San Gabriel Valley Council of Governments

Carrie Inciong-Senior PM
Maria Cano-Community Liaison



June 30, 2025





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 Barnes
Traffic Engineer

SUBJECT: ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF HARDING AVENUE AND TAYLOR AVENUE

DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of Harding Avenue and Taylor Avenue.
2. Approve the City Traffic Engineer's recommendations to deny the request for an All-Way stop sign intersection at Harding Avenue and Taylor Avenue and to install red curb on the intersection approaches as shown in Attachment B.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

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

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

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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.

EXISTING CONDITIONS:

West Harding Avenue is an east-west local residential street with a prima facie speed limit of 25 miles per hour (MPH) and has stop signs installed at its intersection with North Taylor Avenue. North Taylor Avenue is a north-south two-lane residential street which turns into a cul-de-sac north of Harding 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.

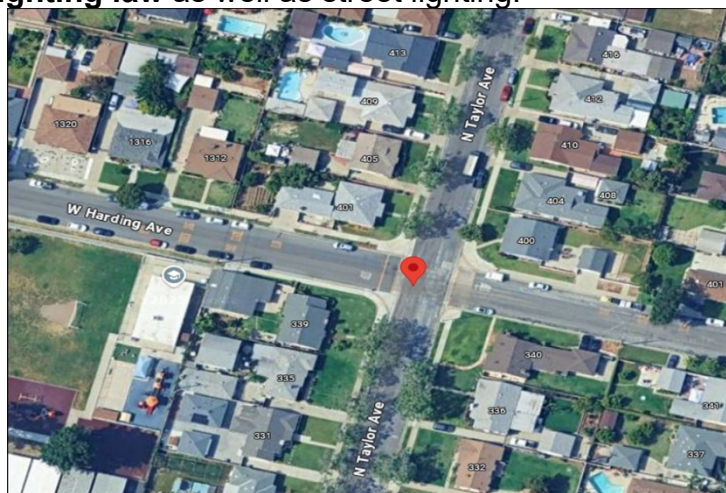


Figure 1 - Aerial View of W. Harding Avenue at N. Taylor Avenue



Figure 2 - Street View of Harding Avenue at Taylor Avenue Looking West on Harding Avenue



Figure 3 - Street View of Harding Avenue at Taylor Avenue Looking East on Harding Avenue



Figure 4 - Street View of Harding Avenue at Taylor Avenue Looking North on Taylor Avenue



Figure 5 - Street View of Harding Avenue at Taylor Avenue Looking South on Taylor Avenue

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the analyses to determine if the intersection meet 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 volume warrants were not met.

Collision Data

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

LEGAL REQUIREMENT:

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

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 at the subject intersection because the required multi-way stop sign warrant criteria was 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 - Multiway Stop Warrants Summary Report
2. Attachment B - Aerial of Harding Ave. & Taylor Ave.

Harding Ave and Taylor Ave

Study Name: Harding Ave and Taylor Ave

Study Date : 1/21/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: Harding Ave
 Number of Lanes : 1
 Total Approach Volume: 655

Westbound: Harding Ave
 Number of Lanes : 1
 Total Approach Volume: 528

Minor Street Approaches

Northbound: Taylor Ave
 Number of Lanes : 1
 Total Approach Volume: 502

Southbound: Taylor Ave
 Number of Lanes : 1
 Total Approach Volume: 123

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?
07:45 - 08:45	190	97.3	103	50.0	300	200	No
14:45 - 15:45	125		40				
11:45 - 12:45	109		76				
16:30 - 17:30	96		40				
17:30 - 18:30	80		40				
13:15 - 14:15	68		42				
08:45 - 09:45	57		27				
10:00 - 11:00	53		32				
18:30 - 19:30	51		26				
19:45 - 20:45	33		27				
06:45 - 07:45	33		25				
21:00 - 22:00	26		21				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
07:45 - 08:45	190	97.3	103	50.0	240	160	No
14:45 - 15:45	125		40				
11:45 - 12:45	109		76				
16:30 - 17:30	96		40				
17:30 - 18:30	80		40				
13:15 - 14:15	68		42				
08:45 - 09:45	57		27				
10:00 - 11:00	53		32				
18:30 - 19:30	51		26				
19:45 - 20:45	33		27				
06:45 - 07:45	33		25				
21:00 - 22:00	26		21				

SWITRS Query & Map: Result

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

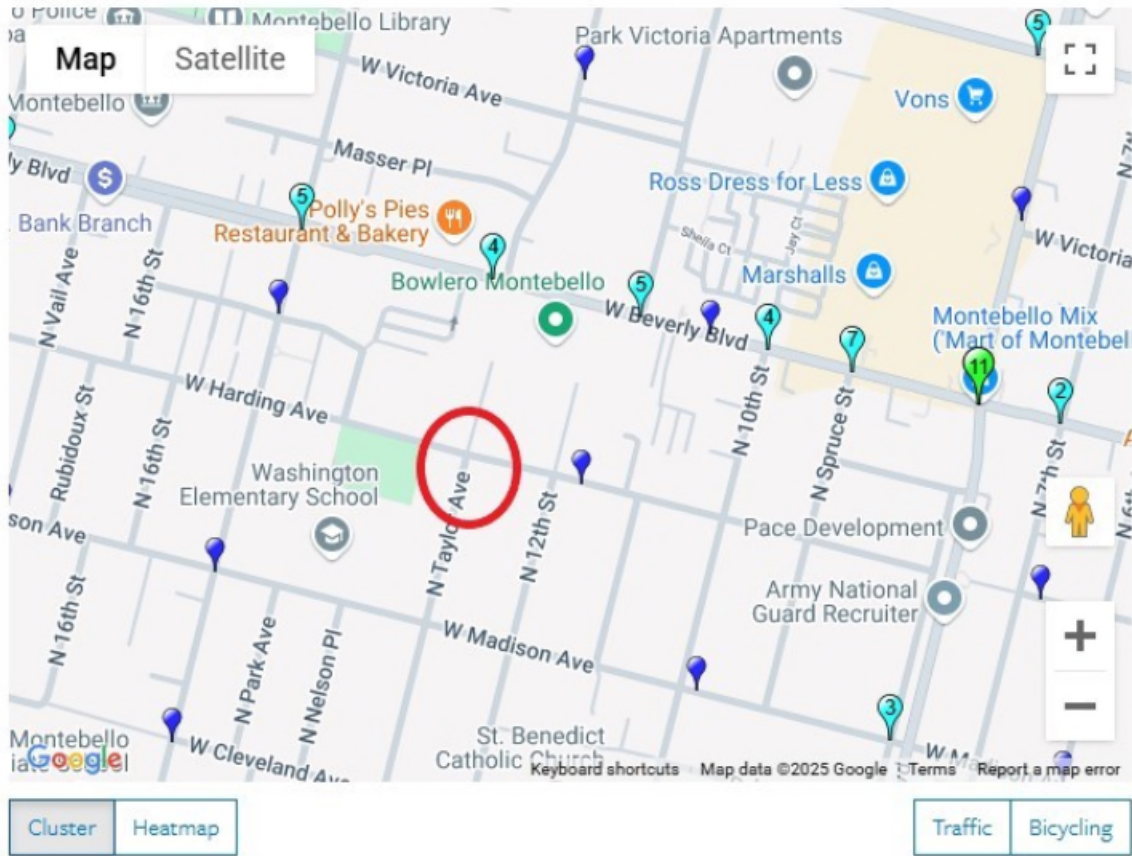
Selected Criteria

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 existing RC to 25' and 15' on approach and departure sides, respectively. Repaint existing 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 Barnes

SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF KEENAN STREET AND VIA SAN DELARRO

DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file all-way stop sign study for the intersection of Keenan Street and Via San Delarro; and
2. Deny the request for an all-way stop sign at the intersection of Keenan Street and Via San Delarro; and
3. Approve staff recommendation to install red curb at intersection of Keenan Street and Via San Delarro.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install all-way stop controls at the intersection of Keenan Street and Via San Delarro.

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.

EXISTING CONDITIONS:

Keenan Street is a north-south local residential street with a prima facie speed limit of 25 miles per hour (MPH). Via San Delarrio is an east-west residential street with a posted speed limit of 25 MPH. Figure 1 provides an aerial view of the intersection. Figures 2 and 3 illustrate a north-south view of the intersection while Figures 3 and 4 illustrate an east-west view of the intersection. There are currently no stop signs at the intersection, but they do have street lighting.

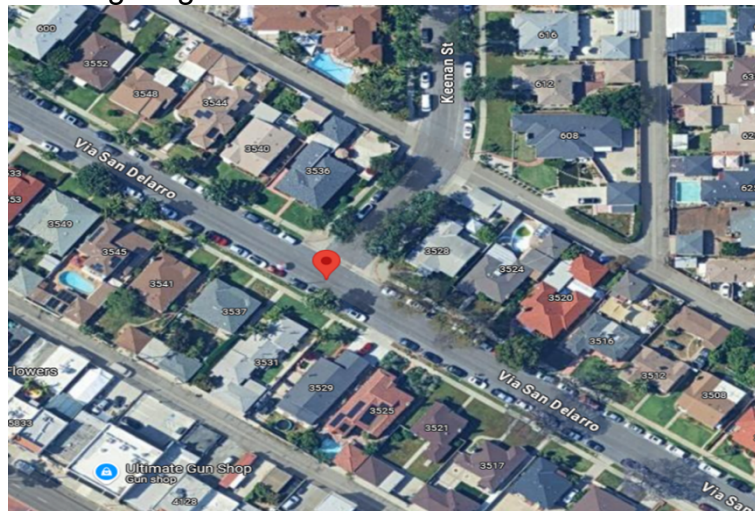


Figure 1 - Aerial View of Keenan Street and Via San Delarrio

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Figure 2 - Street View of Keenan Street at Via San Delarro Looking North on Via San Delarro

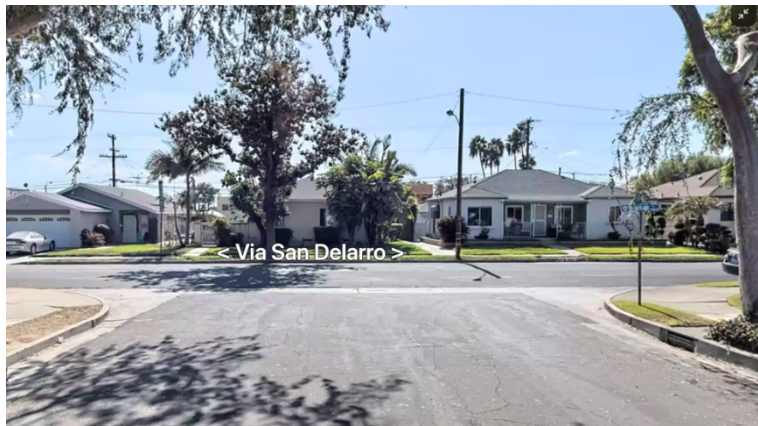


Figure 3 - Street View of Via San Delarro at Keenan Street Looking South on Keenan Street



Figure 4 - Street View of Keenan Street at Via San Delarro Looking East on Via San Delarro



Figure 5 - Street View of Keenan Street at Via San Delarro Looking West on Via San Delarro

ANALYSIS:

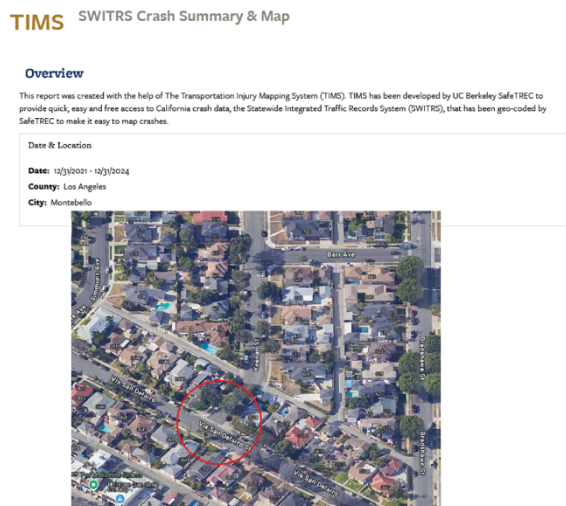
Staff collected traffic volume counts and retrieved collision data to conduct the analyses to determine if the intersection meet the warrant requirements to install all-way stop controls.

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 volume warrants were not met.

Collision Data

The most recent available citywide collision records were collected between December 31, 2021, to December 31, 2024, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. Figure 6 shows that the collision data, which revealed no accidents at the intersection.



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Red Curb

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

LEGAL REQUIREMENT:

Assembly Bill 413 legislation “*prohibit the stopping, standing, or parking of a vehicle 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 at the subject intersection because the required multi-way stop sign warrant criteria was not met but approve the installation of red curb shown in Figure 7 to enhance safety and comply with the new daylighting law.

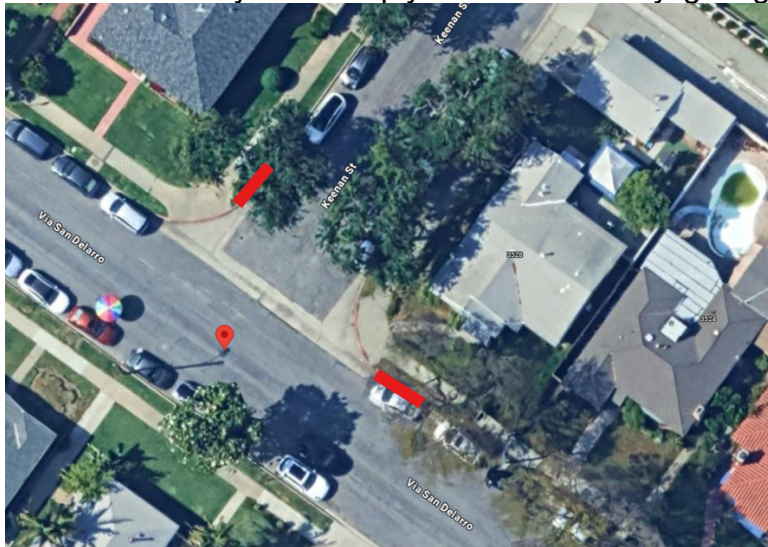


Figure 7 - Recommendation of 15 Feet of Red Curb per Daylighting Law

ATTACHMENT(S)

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 30,
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1. Attachment A - Multiway Stop Warrants Summary Report

Keenan St and Via San Delarrio

Study Name: Keenana t and Via San Dellaro

Study Date : 1/22/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: Via San Dellaro
 Number of Lanes : 1
 Total Approach Volume: 741

Westbound: Via San Dellaro
 Number of Lanes : 1
 Total Approach Volume: 420

Minor Street Approaches

Northbound:
 Number of Lanes : 2+
 Total Approach Volume: 0

Southbound: Keenana St
 Number of Lanes : 1
 Total Approach Volume: 131

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	172	97.5	9	09.5	300	200	No
16:00 - 17:00	136		8				
18:00 - 19:00	103		9				
15:00 - 16:00	97		13				
07:30 - 08:30	72		12				
13:45 - 14:45	72		10				
11:45 - 12:45	68		8				
08:30 - 09:30	60		7				
19:30 - 20:30	50		11				
10:15 - 11:15	48		7				
06:30 - 07:30	45		5				
12:45 - 13:45	44		10				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
17:00 - 18:00	172	97.5	9	09.5	240	160	No
16:00 - 17:00	136		8				
18:00 - 19:00	103		9				
15:00 - 16:00	97		13				
07:30 - 08:30	72		12				
13:45 - 14:45	72		10				
11:45 - 12:45	68		8				
08:30 - 09:30	60		7				
19:30 - 20:30	50		11				
10:15 - 11:15	48		7				
06:30 - 07:30	45		5				
12:45 - 13:45	44		10				



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
SUBJECT: 1140 MAXWELL STREET BLUE CURB APPLICATION
DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Deny the request for the installation of Disabled Parking space at 1140 Maxwell Street.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 1140 Maxwell Street for installation of a disabled parking space in front of their residence.

A disabled residential owner or relative of the City of Montebello may request that a blue handicapped parking space be installed in front of that person's residence. To qualify for a blue handicapped space, the applicant must meet ALL the following criteria:

1. Be a resident/owner of the address in question. The application shall provide one form of proof of residency (i.e. driver's license, tax bill etc.).
2. Be in possession of a disabled persons placard or disabled persons license plate with adequate ID, as required by the California Vehicle Code.
3. Have no available off-street parking as defined by the following specifications:
 - a. Garage Specification:
 - i. If the applicant owns a lift-equipped van, the applicant must either not have a garage or have a garage that is less than 17' wide as required by Section 1129B of the California Building Code (CBC).

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- II. If the applicant owns a passenger vehicle, the applicant must either not have a garage or have a garage less than 14' wide or as required by Section 1129B(4)1 of the California Building Code (CBC),
 - b. Driveway Specifications:
 - I. If the applicant owns a lift-equipped van, the applicant must either not have a driveway or have a driveway that is less than 17' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC
 - II. If the applicant owns a passenger vehicle, the applicant must either not have a driveway or have a driveway that is less than 14' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC.

EXISTING CONDITIONS:

Maxwell Street is local residential street with a posted 25 miles per hour (MPH) speed limit. The local residential street is at the end of the cul-de-sac. Figure 1 provides an aerial view of the 1140 Maxwell Street. The property at 1140 Maxwell Street is zoned as one-family residential as shown in Figure 2.

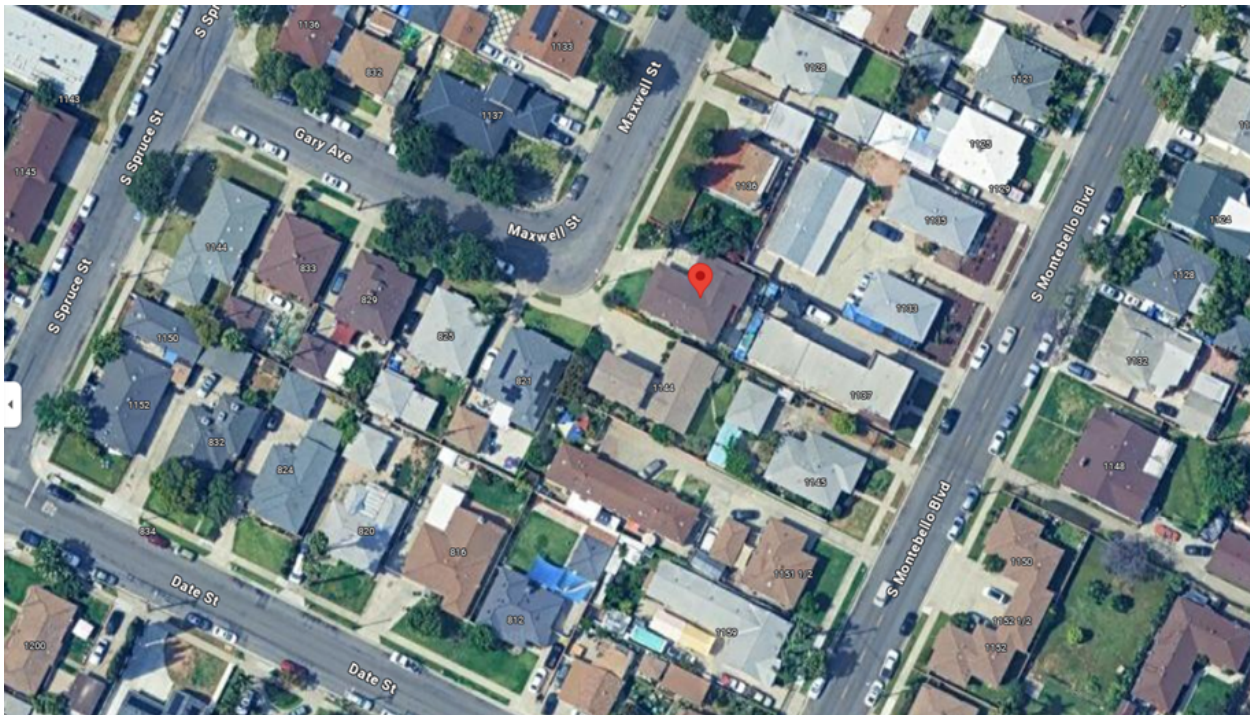


Figure 1 - Aerial View of 1140 Maxwell Street



Figure 2 - Street View of 1140 Maxwell Street Looking Southeast.

ANALYSIS:

In accordance with City policy, each disabled person parking space application is reviewed on a case-by-case basis and submitted to the Traffic and Safety Commission for review and consideration.

The intent of this policy is to prevent the proliferation of special parking stalls that may be installed for a short-term purpose but later seldom used. Unjustified installation of such parking stall designations unnecessarily increases the City's maintenance and operation cost, reduces available on-street parking for the public and detracts from the overall effectiveness of the disabled persons parking program.

In response to the request, staff reviewed the submitted application and documents. This is a single property. The property is located on Maxwell Avenue. The applicant is requesting a blue curb on Maxwell Avenue. Since the applicant is the landlord of the property, a letter of support from the landlord was not required. The applicant provided all necessary documentation, including the application fee, utility bill, disabled persons placard, and the request form. After review, staff determined that the location does not qualify for a blue curb. The applicant has a driveway that has adequate space on site to accommodate their needs.

ENVIRONMENTAL IMPACT:

N/A

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CONCLUSION:

Based on a review of available information, presented facts, and a field review, the city traffic engineer recommends the Traffic and Safety Commission deny the installation of the disabled parking space at 1140 Maxwell Street.

ATTACHMENT(S)

None



ITEM # 6

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

TO: Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes

SUBJECT: 100 NATASHA LANE RED CURB INSTALLATION REQUEST

DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the city traffic engineer recommendation for the addition of 7 feet of red curb marking at 100 Natasha Lane as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 100 Natasha Lane for addition of red curb space in front of their residence to prevent vehicle parking and blocking access to their driveway.

Red curbs and curb extensions must follow the California's Daylight Law (AB 413). The law prohibits stopping, standing, or parking a vehicle within 20 feet of any marked or unmarked crosswalk. If a curb extension is present, the prohibition is reduced to 15 feet. This law is applied statewide, regardless of whether there is red curb, or "no parking" signs present.

This law was put into effect to help improve visibility at intersections and increase pedestrian safety to help reduce accidents.

Curb Markings rules are outlined in the MUTCD (Manual on Uniform Traffic Control Devices) The current version is Revision 9 of the 2014 Edition. According to MUTCD

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Section 3B.23 Curb Markings, red curb markings indicate "no stopping, standing, or parking" zones, whether the vehicle is attended or unattended. Red curbs may also be used in conjunction with appropriate signs to designate "no stopping" or "no standing."

EXISTING CONDITIONS:

100 Natasha Lane is located on a residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 100 Natasha Lane. The property is zoned as a multiple-family residential. The property is located at the edge of a street as shown in Figure 2.

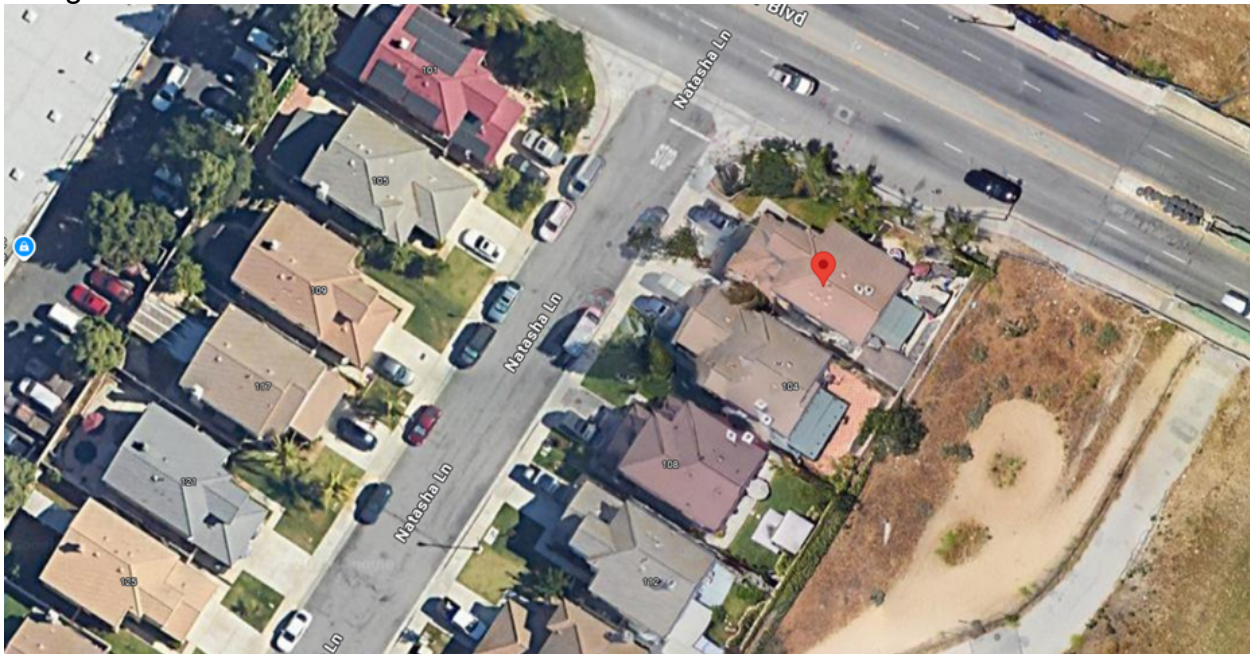


Figure 1 – Aerial View of 100 Natasha Lane



Figure 2 – Street View of 100 Natasha Lane Looking East

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ANALYSIS:

Staff has reviewed the request to add red curb in front of 100 Natasha Lane. The Daylight Law requires 20 feet of no stopping, standing, or parking a vehicle within any marked or unmarked crosswalk, or 15 feet of any crosswalk where a curb extension is present. Increasing the line of sight at intersections will improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Due to this fact, red curb should be installed on all approaches to the studied intersection. The recommended 7 feet of red curb installation should improve safety for all modes of travel at the intersection and prevent vehicle parking and blocking access to the residential driveway.

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 a field review, by staff, the city traffic engineer recommends that the Traffic and Safety Commission approve the addition of 7 feet of red curbing to enhance safety and comply with the new daylighting law as shown in Figure 3.



Figure 3 – Recommended 7 Feet of Red Curb Addition at 100 Natasha Lane

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ATTACHMENT(S)

None



ITEM # 7

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

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Dennis Barnes
SUBJECT: 230 CEDAR COURT RED CURB REMOVAL REQUEST
DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the City Traffic Engineer recommendation for the removal of 10 feet of red curb marking at 230 Cedar Court as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 230 Cedar Court for removal of red curb space in front of their residence.

Red curbs and curb extensions must follow the California's Daylight Law (AB 413). The law prohibits stopping, standing, or parking a vehicle within 20 feet of any marked or unmarked crosswalk. If a curb extension is present, the prohibition is reduced to 15 feet. This law is applied statewide, regardless of whether there is red curb or "no parking" signs present.

This law was put into effect to help improve visibility at intersections and increase pedestrian safety to help reduce accidents.

Curb Markings rules are outlined in the MUTCD (Manual on Uniform Traffic Control Devices) The current version is Revision 9 of the 2014 Edition. According to MUTCD Section 3B.23 Curb Markings, red curb markings indicate "no stopping, standing, or

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parking" zones, whether the vehicle is attended or unattended. Red curbs may also be used in conjunction with appropriate signs to designate "no stopping" or "no standing" zones.

EXISTING CONDITIONS:

230 Cedar Court is located on a one-way residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 230 Cedar Street. The property is zoned as a one-family residential. The property is located at the edge of a street. As shown in Figure 2, the curb is painted red in front of the property.

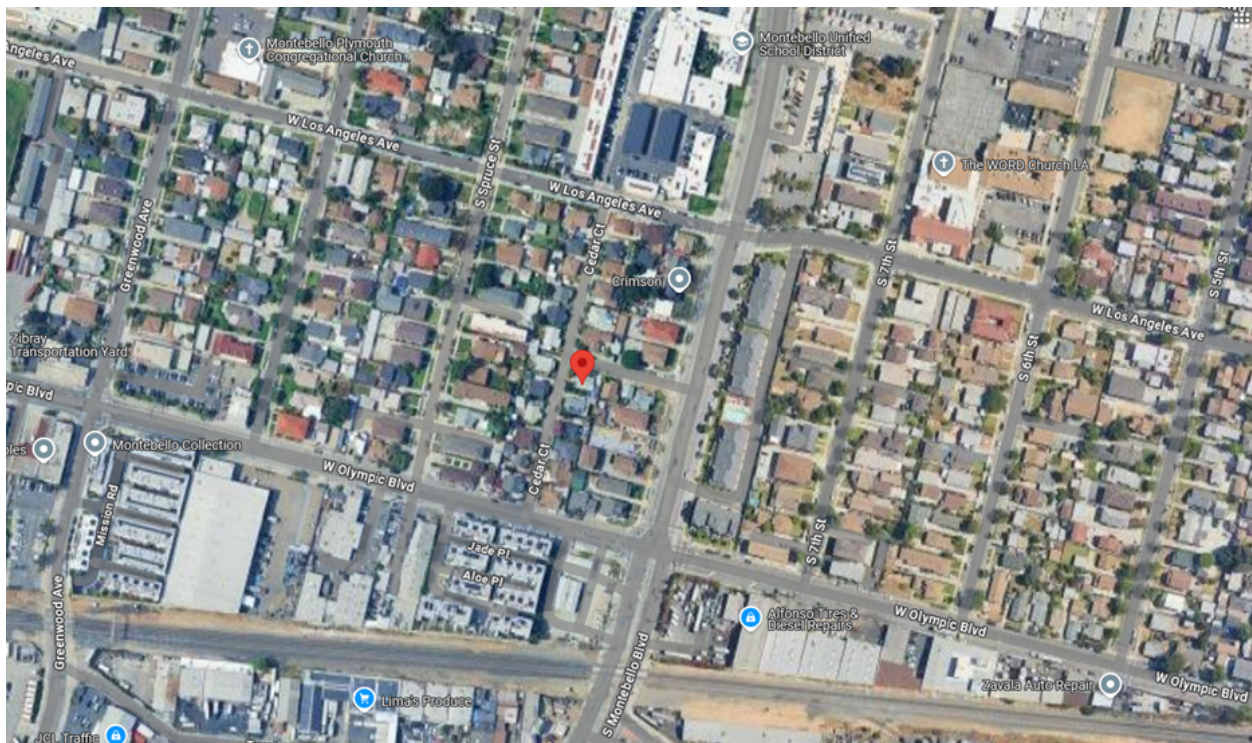


Figure 1 - Aerial View of 230 Cedar Court



Figure 2 – 230 Cedar Court Frontage

ANALYSIS:

Staff has reviewed the request to remove the red curb in front of 230 Cedar Court. Staff has analyzed the amount of space the red curb is taking as shown in Figure 2.

Since the Daylight Law requires 20 feet of no stopping, standing, or parking a vehicle within any marked or unmarked crosswalk, or 15 feet of any crosswalk where a curb extension is present at least 15 feet of red curbing must remain. After review of the property, the red curb extends to the length of two parking spaces, which is more than 15 feet. 10 feet of red curbing may be eliminated to allow for more parking space while still following California's Daylight Law (AB 413).

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, by staff, the city traffic engineer recommends that the Traffic and Safety Commission approve the removal of 10 feet of red curbing to allow for more parking space as shown in Figure 3.

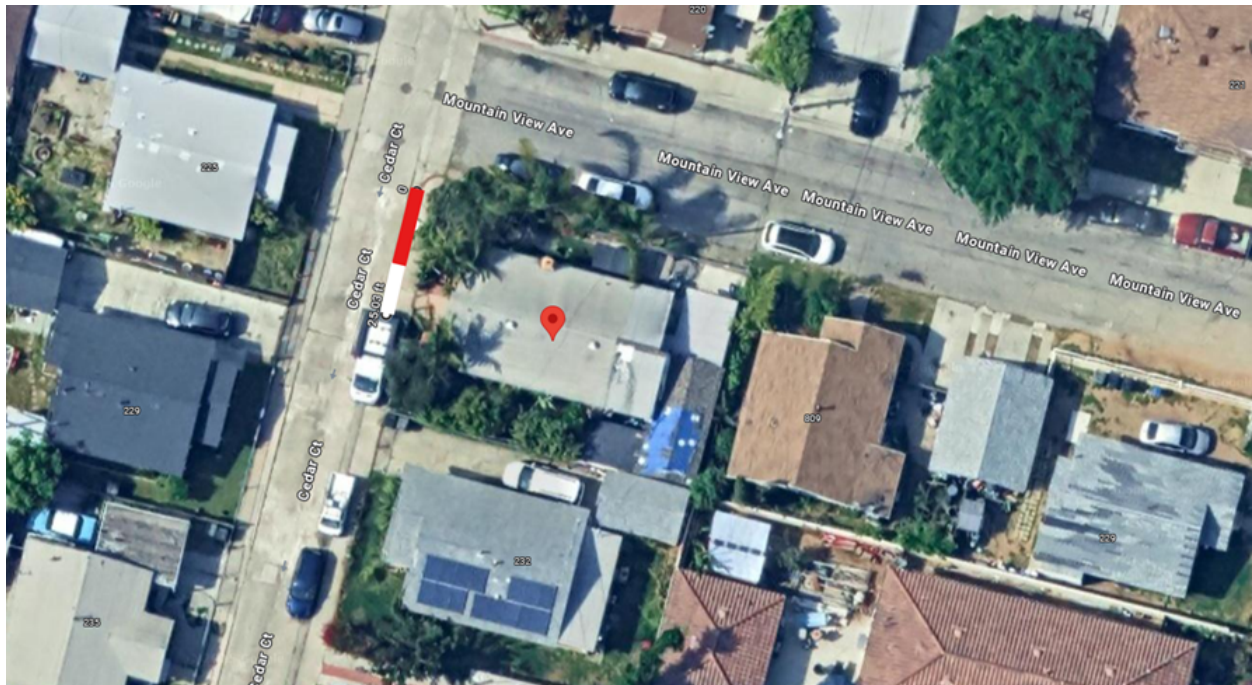


Figure 3 – Recommended 10 Feet of Red Curb Removal at 230 Cedar Court

ATTACHMENT(S)

None



ITEM # 8

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

TO: Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Dennis Barnes
SUBJECT: 148 S. MAPLE AVENUE RED CURB REMOVAL
DATE: June 30, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the request for the removal of red curb space at 148 S. Maple Avenue.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 148 S. Maple Avenue for removal of red curb space in front of their residence.

Red curbs by curb extensions must follow California's Daylight Law (AB 413). The law prohibits stopping, standing, or parking a vehicle within 20 feet of any marked or unmarked crosswalk. If a curb extension is present, the prohibition is reduced to 15 feet. This law is applied statewide, regardless of whether there is red curb or "no parking" signs present.

This law was put into effect to help improve visibility at intersections and increase pedestrian safety to help reduce accidents.

Curb Markings rules are outlined in the MUTCD (Manual on Uniform Traffic Control Devices) The current version is Revision 9 of the 2014 Edition. According to MUTCD Section 3B.23 Curb Markings, red curb markings indicate "no stopping, standing, or parking" zones, whether the vehicle is attended or unattended. Red curbs may also be

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used in conjunction with appropriate signs to designate "no stopping" or "no standing" zones.

EXISTING CONDITIONS:

148 S. Maple Avenue is located on a residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 148 S. Maple Avenue. The property is zoned as a multiple-family residential. The property is located at the edge of a street. As shown in Figure 2, the curb is painted red in front of the property.



Figure 1 – Aerial View of 148 S. Maple Avenue



Figure 2 – Street View of 148 S. Maple Avenue Facing North

ANALYSIS:

In accordance with City policy, each red curb removal is reviewed on a case-by-case basis and submitted to the Traffic and Safety Commission for review and consideration.

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Staff has reviewed the request to remove red curb in front of 148 S. Maple Avenue. The Daylight Law requires 20 feet of no stopping, standing, or parking a vehicle within any marked or unmarked crosswalk, or 15 feet of any crosswalk where a curb extension is present. Increasing the line of sight at intersections will 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 enter the roadway without having a clear line of sight of oncoming cars. Although the Daylight Law does apply, the residences in front of 148 S. Maple Avenue does have a red curb and the east view of 148 S. Maple Avenue facing W. Los Angeles Avenue is also painted red. With these two curbs painted red, the street is following the Daylight Law. Figure 3 displays the removal of red curb. The recommended removal of red curb should improve parking in front of 148 S. Maple while still following the Daylight Law.



Figure 3 – Recommended Removal of Red Curb at 148 S. Maple Avenue

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, city traffic engineer recommends the Traffic and Safety Commission approve the removal of the red curb at 148 S. Maple Avenue.

ATTACHMENT(S)

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2025**

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None