



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, JULY 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
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

PRESENTATIONS

1. OVERSIZED VEHICLE PARKING REGULATIONS

PUBLIC COMMENTS (30 MINUTES)

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

MINUTES

2. APPROVE THE TRAFFIC & SAFETY COMMISSION MEETING MINUTES FOR JUNE 30, 2025

RECOMMENDATION: Approve the meeting minutes as written.

REGULAR BUSINESS

3. 828 NORTH HAY ST BLUE CURB APPLICATION

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

1. Approve the request for the installation of 15 feet of blue curb for the disabled parking space at 828 North Hay Street.

4. TRAFFIC SIGNAL WARRANT ANALYSIS LINCOLN AVENUE AT REA DRIVE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file the Traffic Signal Warrant Analysis study for the intersection of Lincoln Avenue and Rea Drive.
2. Approve the City Traffic Engineer's recommendation to install two radar feedback signs on Lincoln Avenue and locate each sign 400 feet east and west from Rea Drive.

5. 748 SOUTH TAYLOR AVENUE BLUE CURB REMOVAL APPLICATION

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

1. Approve the City traffic engineer recommendation to approve the request for the removal of Disabled Parking space at 748 South Taylor Avenue as shown in Figure 3.

6. 764 NORTH GARFIELD AVENUE APARTMENT 101 BLUE CURB REMOVAL APPLICATION

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

1. Approve the request for the removal of Disabled Parking space at 764 N. Garfield Avenue as shown in Figure 3.

7. 848 S. 5th STREET BLUE CURB REMOVAL APPLICATION

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

1. Approve the request for the removal of Disabled Parking space at 848 S. 5th Street as shown in Figure 3.

COMMISSION/COMMITTEE ORALS

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

8. COMMISSIONER TAKEYAMA

1. **Recommending that a study be conducted to evaluate the installation of either a Solar-Powered Rectangular Rapid Flashing Beacon (RRFB) with push-button activation or a HAWK (High-Intensity Activated Crosswalk) Beacon at the crosswalk located at Olympic Boulevard and Allston Street, due to ongoing issues with vehicles failing to yield the right-of-way to pedestrians.**

9. VICE-CHAIR KNOX

1. **Speed bumps located on San Antonio Drive**

10. CHAIR BEAS

1. **Recommending for an all-way stop sign at the intersection of Los Angeles Avenue and 5th Street, currently the intersection has stop signs posted on the North and South ends.**

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on Monday, August 25, 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, July 24, 2025, at 5:00 PM.

Samantha Leyva

Samantha Leyva, Management Analyst



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

MINUTES

MONDAY, JUNE 30, 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 6:00pm

PLEDGE OF ALLEGIANCE

Commissioner Hernandez led the Commission in the Pledge of Allegiance.

ROLL CALL

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

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.

William Moreno provided a brief presentation of several traffic related items. Insist of having a landscape barrier from having to prevent a left turn.

MINUTES

Commissioner Takeyama motioned to approve the April 28, 2025 Traffic & Safety Commission meeting minutes, seconded by Commissioner Hernandez, the motion passed.

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.

San Gabriel Valley Council of Governments provided a brief presentation of the item.

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

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.

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

Chair Beas asked whether a stop sign was currently installed at the intersection of Park and Taylor.

Mr. Barnes responded that he was unable to confirm, as he had not yet visited the intersection.

Chair Beas noted that the street segment is quite long and expressed interest in installing a stop sign.

Mr. Barnes later clarified that a stop sign already existed at the intersection and that red curb markings were present on the Taylor Avenue side.

Chair Beas also pointed out that there is a school located nearby and commented that the street operates as a "non-stopping" street, providing a straight path to the opposite end.

The City Manager emphasized that decisions must be based on factual data and noted that the current data does not support the installation of a stop sign at this location. He cautioned that installing a stop sign without justification could expose the City to liability. He also suggested involving the principal of the nearby school to obtain the school district's input.

Mr. Barnes asked the Commission to consider directing staff to revisit the item at a future meeting. The City Manager recommended allowing six months for staff to return with additional information and analysis.

Commissioner Takeyama made a motion to approve the red curb installation and requested that staff return in six months with a report on the potential installation of an all-way stop sign at the intersection. The motion was seconded by Commissioner Hernandez and passed unanimously.

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.

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

Commissioner Takeyama commented that the proposed red curb would enhance visibility and safety at the intersection.

Commissioner Hernandez expressed her support for the red curb installation as well.

Commissioner Takeyama made a motion to approve the item, which was seconded by Commissioner Hernandez, the motion passed.

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.

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

Commissioner Takeyama noted that the resident was not utilizing their driveway.

Commissioner Hernandez added that while the space was available, it was not being used.

Mr. Barnes stated that the resident had placed patio furniture in the driveway area, preventing its use for parking.

A private citizen explained that the blue curb request was based on a community need. He noted that the driveway is angled and the gate does not fully open, limiting the usable space. He also mentioned that the configuration does not provide adequate room for passengers to safely exit the vehicle. He clarified that the request was submitted on behalf of his mother, who has mobility challenges.

The City Manager stated that issues related to the resident's private property would need to be addressed separately.

Mr. Barnes reiterated that City staff does not assess or make changes to private property as part of this process.

Chair Beas made a motion to deny the blue curb application request, which was seconded by Commissioner Takeyama, the motion passed.

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.

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

Commissioner Takeyama had no questions.

Commissioner Hernandez also had no questions, noting that the installation was in accordance with the new daylighting law.

Chair Beas had no questions as well.

Commissioner Takeyama made a motion to approve the item, which was seconded by Commissioner Hernandez, the motion passed.

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.

Traffic Engineer, Dennis Barnes, provided a brief presentation.

The Commissioners had no questions.

Commissioner Takeyama motioned to approve, seconded by Commissioner Hernandez, the motion passed.

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.

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

The Commissioners did not have any questions or comment on this item.

Commissioner Takeyama motioned to approve this item, seconded by Commissioner Hernandez, the motion passed.

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.**

Commissioner Takeyama provided a presentation on her commission oral.

City Manager states that he will request Planning and Community to provide an agendaized item and be brought back to the commission.

10. CHAIR BEAS

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

Chair Beas gave a brief presentation on his commission oral report. He requested the installation of warning signs to alert drivers that a sign is posted ahead.

Traffic Engineer Dennis Barnes recommended using diamond-grade reflective sheeting to improve the visibility of the signs.

The City Manager stated that additional options would need to be explored and brought back for further discussion.

Chair Beas also mentioned issues on 4th Street, where vehicles were being parked in the middle of the roadway. The City Manager advised the Chair to contact the non-emergency line to report such incidents.

In another part of his oral report, Chair Beas addressed concerns about drivers blocking residential driveways near a school.

The City Manager emphasized the importance of school engagement, noting that effective solutions require a collaborative effort. He referenced a past example involving trash pick-up where a street was successfully blocked off with the school's cooperation. He added that involving school administrators is essential for achieving results and welcomed staff involvement to help facilitate better outcomes.

Commissioner Hernandez raised additional concerns, stating that food delivery times often coincide with school dismissal, contributing to congestion. She asked what plans are in place and suggested that schools should develop and share drop-off and pick-up procedures to improve traffic flow and safety.

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, Management Analyst

Chair Beas adjourned the meeting at 7:53 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: 828 NORTH HAY ST BLUE CURB APPLICATION
DATE: July 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the request for the installation of 15 feet of blue curb for the disabled parking space at 828 North Hay Street.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 828 North Hay 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 Specifications:
 - 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).



Figure 2 - Street View of 828 North Hay 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 North Hay Street. The applicant is requesting a blue curb on North Hay Street. 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 qualifies for a blue curb.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the city traffic engineer recommends the Traffic and Safety Commission approve the installation

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of 15 feet of blue curb for the disabled parking space at 828 North Hay Street as shown in Figure 3.



Figure 3 - Recommended Amount of 15 Feet of Blue Curb Fronting 828 North Hay Street

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: TRAFFIC SIGNAL WARRANT ANALYSIS LINCOLN AVENUE AT REA DRIVE

DATE: July 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic Safety Commission:

1. Receive and file the Traffic Signal Warrant Analysis study for the intersection of Lincoln Avenue and Rea Drive.
2. Approve the City Traffic Engineer's recommendation to install two radar feedback signs on Lincoln Avenue and locate each sign 400 feet east and west from Rea Drive.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

Public Works staff received a citizen complaint from a service request application to investigate the need for the installation of a traffic signal at the intersection of Lincoln Avenue and Rea Drive.

To evaluate this request, the following analysis was conducted:

- A field investigation of site specific conditions, sight distance, and potential physical obstructions,
- A review of peak-hour and 24-hour traffic count and speed data,
- A review of a gap study to evaluate left-turns from Rea Drive
- A review of the traffic collision history for the past three years, and

- A review of applicable California Manual on Uniform Traffic Control Devices (MUTCD) signal warrants.

Review

The intersection of Lincoln Avenue and Rea Drive is located approximately one mile east of North Montebello Boulevard and 2,000 feet east of North Poplar Avenue which provides access to both the La Merced Intermediate School and La Merced Academy. Figure 1 presents an aerial vicinity map of the study area and Figure 2 presents an aerial photograph of the study intersection.

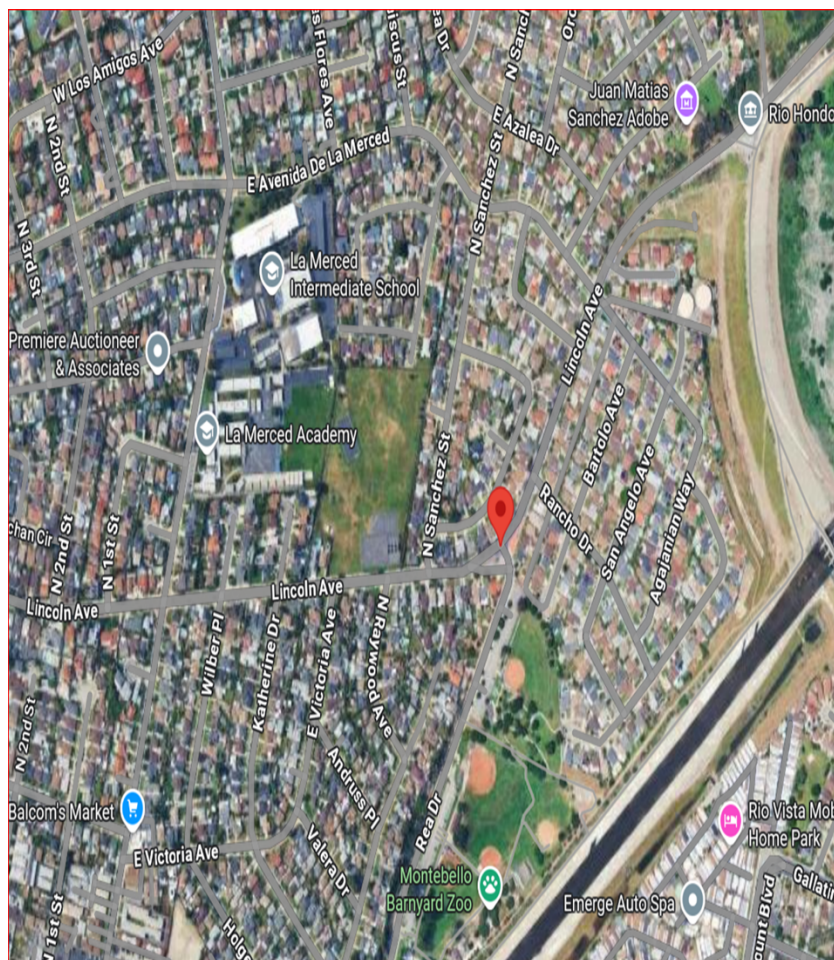


Figure 1 - Aerial Vicinity Map of Study Area

As shown in Figure 2, the tee intersection of Lincoln Avenue and Rea Drive is currently stop controlled only for Rea Drive and has two white painted crosswalks. Lincoln Avenue has a posted speed limit sign of 25 miles per hour (25) in each direction in advance of the intersection.

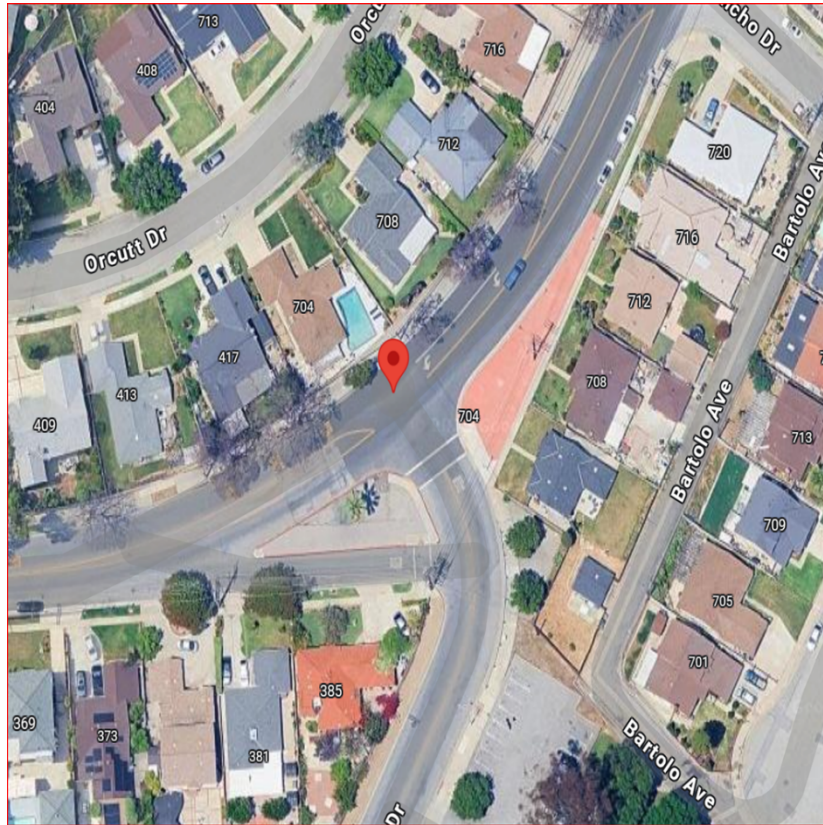


Figure 2 - Aerial View of the Lincoln Avenue at Rea Drive Intersection

Traffic and Speed Survey Counts

Traffic counts were collected for this intersection starting on Tuesday April 29, 2025 which consisted of AM & PM peak-hour turning movement counts, 24-hour machine and speed approach counts and pedestrian and bicycle counts. The collected traffic count data was utilized in preparing and evaluating the traffic signal warrant worksheets. It was noted that vehicles are speeding along Lincoln Avenue and the speeding in both directions ranged from 7 to 9 miles above the posted speed limit of 25 miles per hour (mph).

Traffic Collision History

The MUTCD Signal warrant requires five (5) or more reported traffic collisions in a 12-month period to support installation of a traffic signal. The traffic safety records for the intersection of Lincoln Avenue and Rea Drive show three (3) traffic collisions were reported during the past three years from 1/01/2022 to 1/01/2025. Other accidents may have occurred at this intersection however they were not reported and therefore are not available to be evaluated as part of this investigation. Traffic collision summary data and the crash diagram can be found as attachments to this report. As previously mentioned, the MUTCD Signal warrant requires five (5) or more reported traffic collisions in a 12-month period to support installation of a traffic signal. Based on this analysis the intersection does not satisfy the accident warrant requirement.

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

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Pedestrian Volume Warrants

The MUTCD requires approximately 500 pedestrians per hour (PPH) for each of four (4) hours in addition to 300 vehicles per hour (VPH) to satisfy the pedestrian portion of the standard signal warrant. Traffic counts conducted at the intersection of Lincoln Avenue and Rea Drive did include counts of pedestrian traffic since school was in session and there were not 500 pedestrians crossing the street for each of four hours during the day even on the busiest pedestrian day.

Gap Study

A gap study analysis was conducted for the left-turn vehicles on May 1, 2025 from Rea Drive onto Lincoln Avenue. This was done to determine if there was available time for the drivers to make a left-turn onto Lincoln Avenue. A minimum time of nine seconds is needed for a vehicle to safely make a left-turn from an intersection or driveway. A counting firm determined that there were 170 total gaps of nine seconds or greater for the AM peak hours and 517 for the PM peak hours. During these two-hour time periods from Rea Drive, the AM peak hours recorded 68 vehicles and 31 vehicles recorded for the PM peak hours making left-turn movements onto Lincoln Avenue. Based on this given information, it was determined there are an adequate amount of vehicle gaps for motorists on Rea Drive to make left-turns onto westbound Lincoln Avenue. The lack of acceptable gaps can be used to justify the installation of a traffic signal to create gaps in the traffic stream of vehicles.

To find the average time a vehicle must wait to make a left-turn, the engineer divides the total seconds throughout its time frame measured against the total number of gaps available that were greater than nine seconds. For a two-hour time frame, this would yield 7200 seconds. The engineer would divide this value by the total available gaps. Meaning that on average, vehicles during the AM peak hours would wait approximately 42.4 seconds and 13.9 seconds during PM peak hours to make a left-turn. Therefore, it appears there is adequate time for the vehicles to make a left-turn movement under average traffic conditions. The traffic volume for the minor street of Rea Drive would not experience excessive queuing due to the low volume of vehicles entering Lincoln Avenue. The total number of available gaps on Lincoln Avenue and the volume of left-turn movements are shown in the Attachments.

School Signal Pedestrian Warrant

The MUTCD requires 100 pedestrians per hour (PPH) to satisfy for each of two (2) hours in addition to 500 vehicles per hour (VPH) for each of two (2) hours to satisfy the pedestrian portion of the standard signal warrant. When the nearby La Merced Intermediate school is back in session it is likely that 100 pedestrians per hour will not cross the intersection (peak hour in the morning and peak hour in the afternoon). Also, 500 vehicles per hour for each of those peak hours are not likely on the major street (Lincoln Avenue). Therefore, the school signal warrant would not be satisfied either.

Signal Warrant Analysis Summary

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The traffic signal warrant analysis has been prepared utilizing the warrants from the MUTCD California Edition. Table 1 presents a summary of MUTCD traffic signal warrant analysis results. As shown in Table 1, the intersection of Lincoln Avenue and Rea Drive does not satisfy any of the warrants for traffic signalization. The traffic warrant worksheets are presented as attachments to the report by Bowman.

**Table1
Traffic Signal Warrant Summary**

Major:	Lincoln Avenue	Satisfied	
Minor:	Rea Drive		
WARRANT 1 - Eight Hour Vehicular Volume		80%	
Condition 1A - Minimum Vehicle Volume		YES	
Condition 1B - Interruption of Continuous Traffic		YES	
Conditions 1C – Combination of Conditions A & B		YES	
WARRANT 2 - Four Hour Vehicular Volume		NO	
WARRANT 3 - Peak Hour		NO	
WARRANT 4 - Pedestrian Volume		NO	
WARRANT 5 - School Crossing		N/A	
WARRANT 6 - Coordinated Signal System		NO	
WARRANT 7 - Crash Experience Warrant		NO	
WARRANT 8 - Roadway Network		N/A	
WARRANT 9 - Intersection Near a Grade Crossing		N/A	
		YES	NO
Traffic Signal Recommended at this location?			X

ANALYSIS:

N/A

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

The intersection of Lincoln Avenue and Rea Drive does not satisfy the criteria established by the California Manual of Traffic Control Devices warrants for the installation of traffic

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

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signals.

However, due to the speeding along Lincoln Avenue, it is recommended that a radar feedback sign be installed in each direction on Lincoln Avenue and located 400 feet east and west of Rea Drive. The signs will be a proactive measure to enhance safety along Lincoln Avenue.

ATTACHMENT(S)

1. Attachment A - Traffic Counts
2. Attachment B - Traffic Signal Warrant Analysis

CITY TRAFFIC COUNTERS
 WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_05-01-25
 Site Code : 00000000
 Start Date : 5/1/2025
 Page No : 1

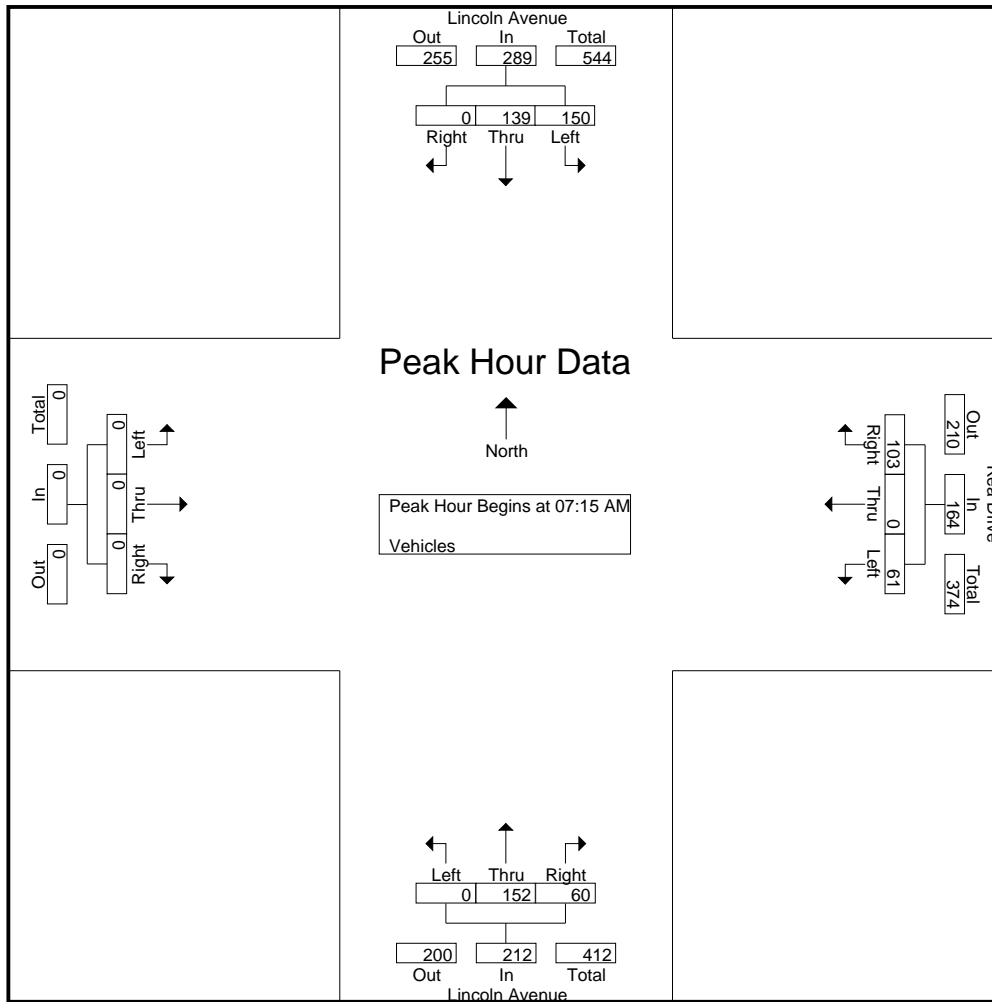
Groups Printed- Vehicles

Start Time	Lincoln Avenue Southbound			Rea Drive Westbound			Lincoln Avenue Northbound			Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	13	24	0	5	0	12	0	32	12	0	0	0	98
07:15 AM	22	21	0	2	0	19	0	33	18	0	0	0	115
07:30 AM	32	42	0	16	0	30	0	41	12	0	0	0	173
07:45 AM	51	39	0	33	0	32	0	36	13	0	0	0	204
Total	118	126	0	56	0	93	0	142	55	0	0	0	590
08:00 AM	45	37	0	10	0	22	0	42	17	0	0	0	173
08:15 AM	17	26	0	10	0	14	0	25	6	0	0	0	98
08:30 AM	18	33	0	9	0	5	0	31	16	0	0	0	112
08:45 AM	18	26	0	7	0	19	0	35	9	0	0	0	114
Total	98	122	0	36	0	60	0	133	48	0	0	0	497
11:00 AM	14	19	0	3	0	8	0	29	10	0	0	0	83
11:15 AM	17	15	0	0	0	14	0	14	4	0	0	0	64
11:30 AM	22	19	0	9	0	22	0	17	7	0	0	0	96
11:45 AM	24	20	0	4	0	20	0	18	4	0	0	0	90
Total	77	73	0	16	0	64	0	78	25	0	0	0	333
12:00 PM	13	20	0	13	0	18	0	24	7	0	0	0	95
12:15 PM	15	24	0	8	0	21	0	22	10	0	0	0	100
12:30 PM	12	29	0	6	0	13	0	25	9	0	0	0	94
12:45 PM	20	17	0	8	0	18	0	25	6	0	0	0	94
Total	60	90	0	35	0	70	0	96	32	0	0	0	383
03:00 PM	29	30	0	10	0	14	0	36	24	0	0	0	143
03:15 PM	45	34	0	13	0	22	0	47	20	0	0	0	181
03:30 PM	32	40	0	10	0	21	0	53	22	0	0	0	178
03:45 PM	38	37	0	10	0	23	0	79	28	0	0	0	215
Total	144	141	0	43	0	80	0	215	94	0	0	0	717
04:00 PM	46	32	0	3	0	15	0	70	28	0	0	0	194
04:15 PM	65	25	0	7	0	22	0	52	27	0	0	0	198
04:30 PM	94	30	0	6	0	20	0	57	30	0	0	0	237
04:45 PM	80	30	0	3	0	28	0	85	30	0	0	0	256
Total	285	117	0	19	0	85	0	264	115	0	0	0	885
05:00 PM	67	40	0	11	0	32	0	82	36	0	0	0	268
05:15 PM	59	43	0	7	0	20	0	83	36	0	0	0	248
05:30 PM	54	42	0	11	0	15	0	82	38	0	0	0	242
05:45 PM	34	43	0	9	0	19	0	64	47	0	0	0	216
Total	214	168	0	38	0	86	0	311	157	0	0	0	974
Grand Total	996	837	0	243	0	538	0	1239	526	0	0	0	4379
Apprch %	54.3	45.7	0	31.1	0	68.9	0	70.2	29.8	0	0	0	
Total %	22.7	19.1	0	5.5	0	12.3	0	28.3	12	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_05-01-25
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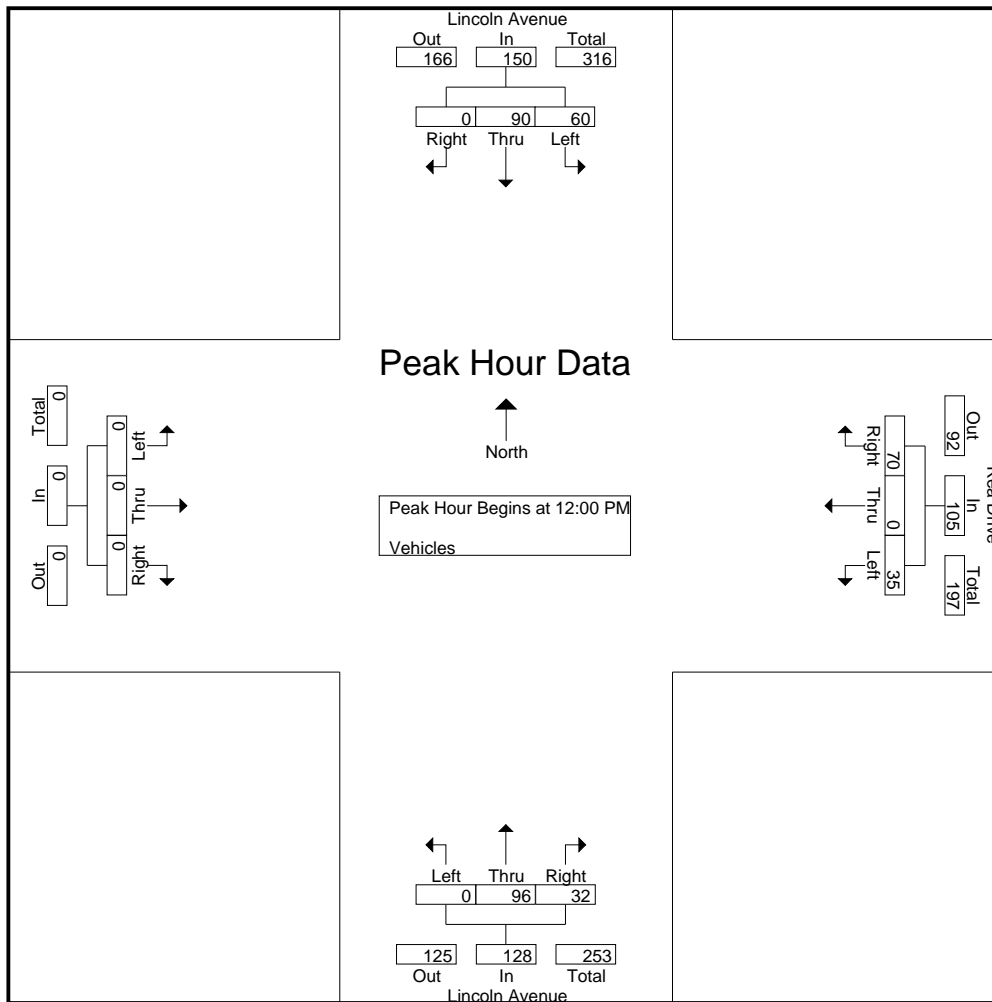
Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	21	0	43	2	0	19	21	0	33	18	51	0	0	0	0	115
07:30 AM	32	42	0	74	16	0	30	46	0	41	12	53	0	0	0	0	173
07:45 AM	51	39	0	90	33	0	32	65	0	36	13	49	0	0	0	0	204
08:00 AM	45	37	0	82	10	0	22	32	0	42	17	59	0	0	0	0	173
Total Volume	150	139	0	289	61	0	103	164	0	152	60	212	0	0	0	0	665
% App. Total	51.9	48.1	0		37.2	0	62.8		0	71.7	28.3		0	0	0		
PHF	.735	.827	.000	.803	.462	.000	.805	.631	.000	.905	.833	.898	.000	.000	.000	.000	.815



CITY TRAFFIC COUNTERS
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File Name : LincolnAve_ReaDr_05-01-25
 Site Code : 00000000
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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	13	20	0	33	13	0	18	31	0	24	7	31	0	0	0	0	95
12:15 PM	15	24	0	39	8	0	21	29	0	22	10	32	0	0	0	0	100
12:30 PM	12	29	0	41	6	0	13	19	0	25	9	34	0	0	0	0	94
12:45 PM	20	17	0	37	8	0	18	26	0	25	6	31	0	0	0	0	94
Total Volume	60	90	0	150	35	0	70	105	0	96	32	128	0	0	0	0	383
% App. Total	40	60	0		33.3	0	66.7		0	75	25		0	0	0		
PHF	.750	.776	.000	.915	.673	.000	.833	.847	.000	.960	.800	.941	.000	.000	.000	.000	.958



CITY TRAFFIC COUNTERS
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File Name : LincolnAve_ReaDr_05-01-25
 Site Code : 00000000
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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	80	30	0	110	3	0	28	31	0	85	30	115	0	0	0	0	256
05:00 PM	67	40	0	107	11	0	32	43	0	82	36	118	0	0	0	0	268
05:15 PM	59	43	0	102	7	0	20	27	0	83	36	119	0	0	0	0	248
05:30 PM	54	42	0	96	11	0	15	26	0	82	38	120	0	0	0	0	242
Total Volume	260	155	0	415	32	0	95	127	0	332	140	472	0	0	0	0	1014
% App. Total	62.7	37.3	0		25.2	0	74.8		0	70.3	29.7		0	0	0		
PHF	.813	.901	.000	.943	.727	.000	.742	.738	.000	.976	.921	.983	.000	.000	.000	.000	.946

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_04-30-25
 Site Code : 00000000
 Start Date : 4/30/2025
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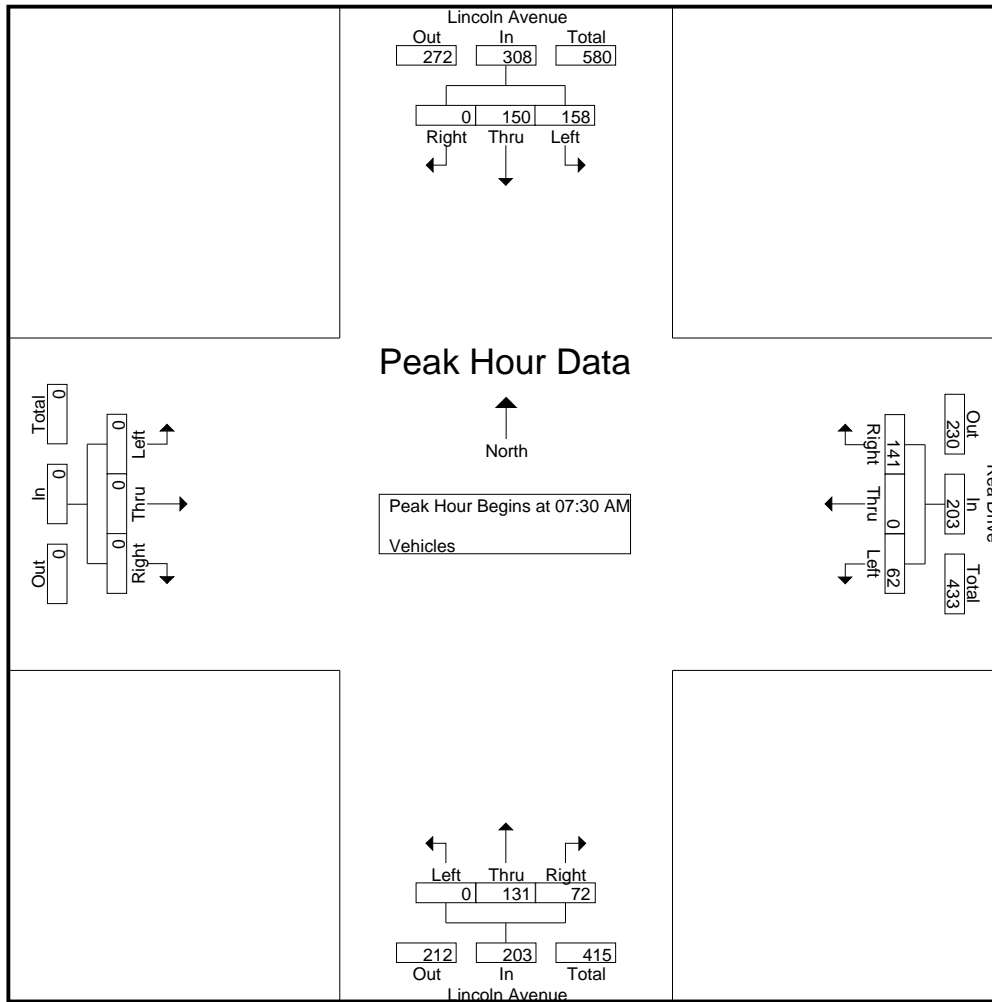
Groups Printed- Vehicles

Start Time	Lincoln Avenue Southbound			Rea Drive Westbound			Lincoln Avenue Northbound			Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	18	28	0	3	0	13	0	35	14	0	0	0	111
07:15 AM	14	21	0	9	0	17	0	33	12	0	0	0	106
07:30 AM	34	30	0	16	0	37	0	39	10	0	0	0	166
07:45 AM	51	56	0	29	0	54	0	32	22	0	0	0	244
Total	117	135	0	57	0	121	0	139	58	0	0	0	627
08:00 AM	47	38	0	12	0	29	0	30	23	0	0	0	179
08:15 AM	26	26	0	5	0	21	0	30	17	0	0	0	125
08:30 AM	13	27	0	5	0	23	0	37	11	0	0	0	116
08:45 AM	15	28	0	4	0	15	0	22	10	0	0	0	94
Total	101	119	0	26	0	88	0	119	61	0	0	0	514
11:00 AM	15	11	0	6	0	12	0	22	11	0	0	0	77
11:15 AM	19	36	0	3	0	20	0	20	5	0	0	0	103
11:30 AM	12	18	0	4	0	9	0	26	5	0	0	0	74
11:45 AM	17	24	0	2	0	14	0	25	7	0	0	0	89
Total	63	89	0	15	0	55	0	93	28	0	0	0	343
12:00 PM	7	21	0	3	0	14	0	22	9	0	0	0	76
12:15 PM	20	24	0	6	0	9	0	20	6	0	0	0	85
12:30 PM	14	31	0	10	0	12	0	22	8	0	0	0	97
12:45 PM	19	25	0	5	0	15	0	23	6	0	0	0	93
Total	60	101	0	24	0	50	0	87	29	0	0	0	351
03:00 PM	36	31	0	13	0	18	0	53	14	0	0	0	165
03:15 PM	35	32	0	9	0	15	0	60	27	0	0	0	178
03:30 PM	32	33	0	13	0	15	0	64	20	0	0	0	177
03:45 PM	38	48	0	11	0	19	0	64	29	0	0	0	209
Total	141	144	0	46	0	67	0	241	90	0	0	0	729
04:00 PM	56	51	0	8	0	24	0	79	26	0	0	0	244
04:15 PM	66	37	0	4	0	19	0	53	29	0	0	0	208
04:30 PM	59	43	0	5	0	14	0	83	38	0	0	0	242
04:45 PM	69	38	0	9	0	23	0	73	29	0	0	0	241
Total	250	169	0	26	0	80	0	288	122	0	0	0	935
05:00 PM	64	41	0	4	0	11	0	74	38	0	0	0	232
05:15 PM	64	32	0	9	0	16	0	84	44	0	0	0	249
05:30 PM	65	33	0	12	0	21	0	77	37	0	0	0	245
05:45 PM	60	29	0	6	0	15	0	79	42	0	0	0	231
Total	253	135	0	31	0	63	0	314	161	0	0	0	957
Grand Total	985	892	0	225	0	524	0	1281	549	0	0	0	4456
Apprch %	52.5	47.5	0	30	0	70	0	70	30	0	0	0	
Total %	22.1	20	0	5	0	11.8	0	28.7	12.3	0	0	0	

CITY TRAFFIC COUNTERS
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 Site Code : 00000000
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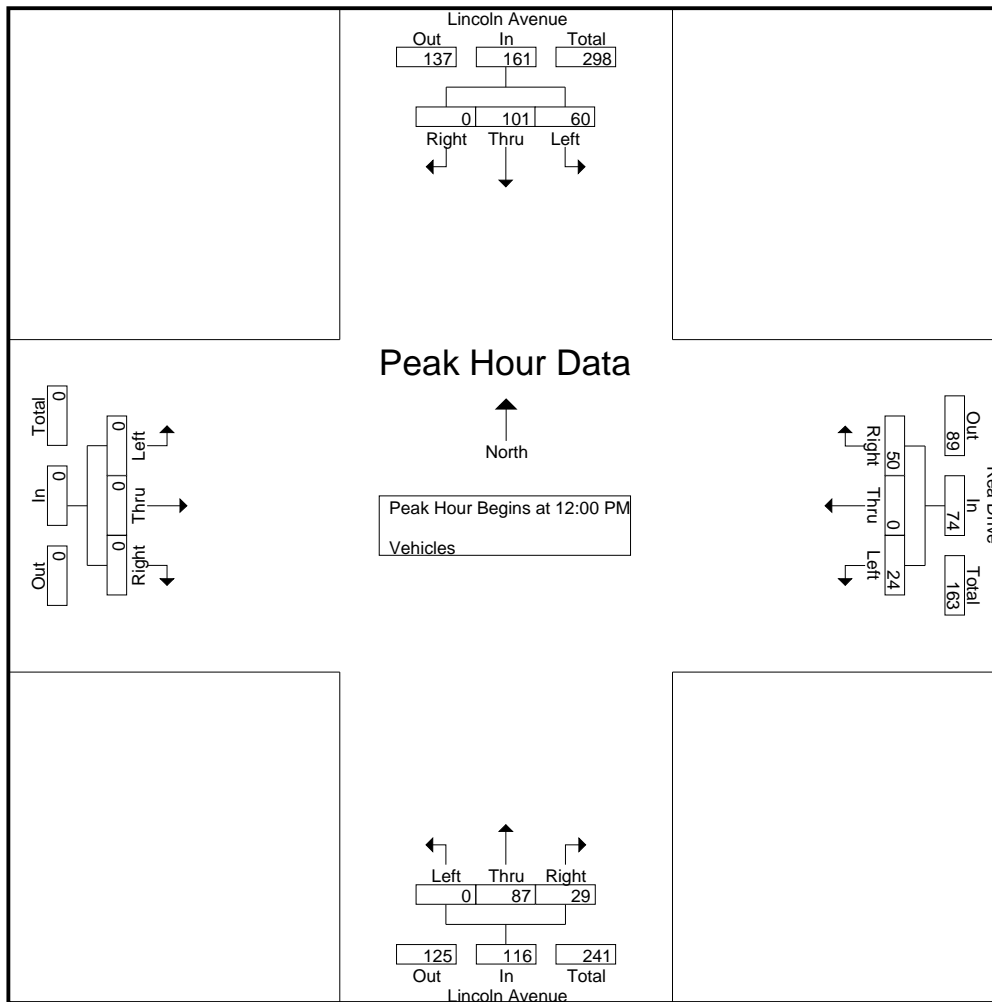
Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	34	30	0	64	16	0	37	53	0	39	10	49	0	0	0	0	166
07:45 AM	51	56	0	107	29	0	54	83	0	32	22	54	0	0	0	0	244
08:00 AM	47	38	0	85	12	0	29	41	0	30	23	53	0	0	0	0	179
08:15 AM	26	26	0	52	5	0	21	26	0	30	17	47	0	0	0	0	125
Total Volume	158	150	0	308	62	0	141	203	0	131	72	203	0	0	0	0	714
% App. Total	51.3	48.7	0		30.5	0	69.5		0	64.5	35.5		0	0	0		
PHF	.775	.670	.000	.720	.534	.000	.653	.611	.000	.840	.783	.940	.000	.000	.000	.000	.732



CITY TRAFFIC COUNTERS
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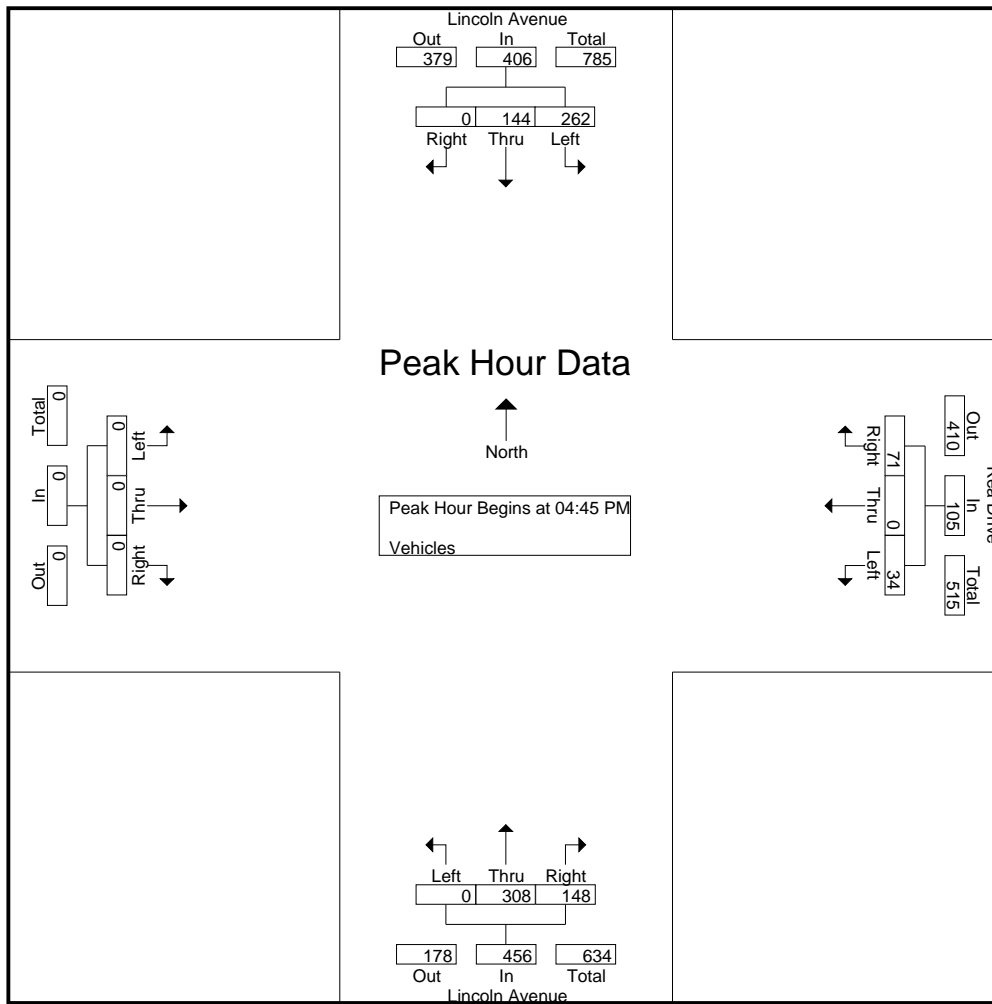
Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	7	21	0	28	3	0	14	17	0	22	9	31	0	0	0	0	76
12:15 PM	20	24	0	44	6	0	9	15	0	20	6	26	0	0	0	0	85
12:30 PM	14	31	0	45	10	0	12	22	0	22	8	30	0	0	0	0	97
12:45 PM	19	25	0	44	5	0	15	20	0	23	6	29	0	0	0	0	93
Total Volume	60	101	0	161	24	0	50	74	0	87	29	116	0	0	0	0	351
% App. Total	37.3	62.7	0		32.4	0	67.6		0	75	25		0	0	0		
PHF	.750	.815	.000	.894	.600	.000	.833	.841	.000	.946	.806	.935	.000	.000	.000	.000	.905



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_04-30-25
 Site Code : 00000000
 Start Date : 4/30/2025
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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	69	38	0	107	9	0	23	32	0	73	29	102	0	0	0	0	241
05:00 PM	64	41	0	105	4	0	11	15	0	74	38	112	0	0	0	0	232
05:15 PM	64	32	0	96	9	0	16	25	0	84	44	128	0	0	0	0	249
05:30 PM	65	33	0	98	12	0	21	33	0	77	37	114	0	0	0	0	245
Total Volume	262	144	0	406	34	0	71	105	0	308	148	456	0	0	0	0	967
% App. Total	64.5	35.5	0		32.4	0	67.6		0	67.5	32.5		0	0	0		
PHF	.949	.878	.000	.949	.708	.000	.772	.795	.000	.917	.841	.891	.000	.000	.000	.000	.971



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_04-29-25
 Site Code : 00000000
 Start Date : 4/29/2025
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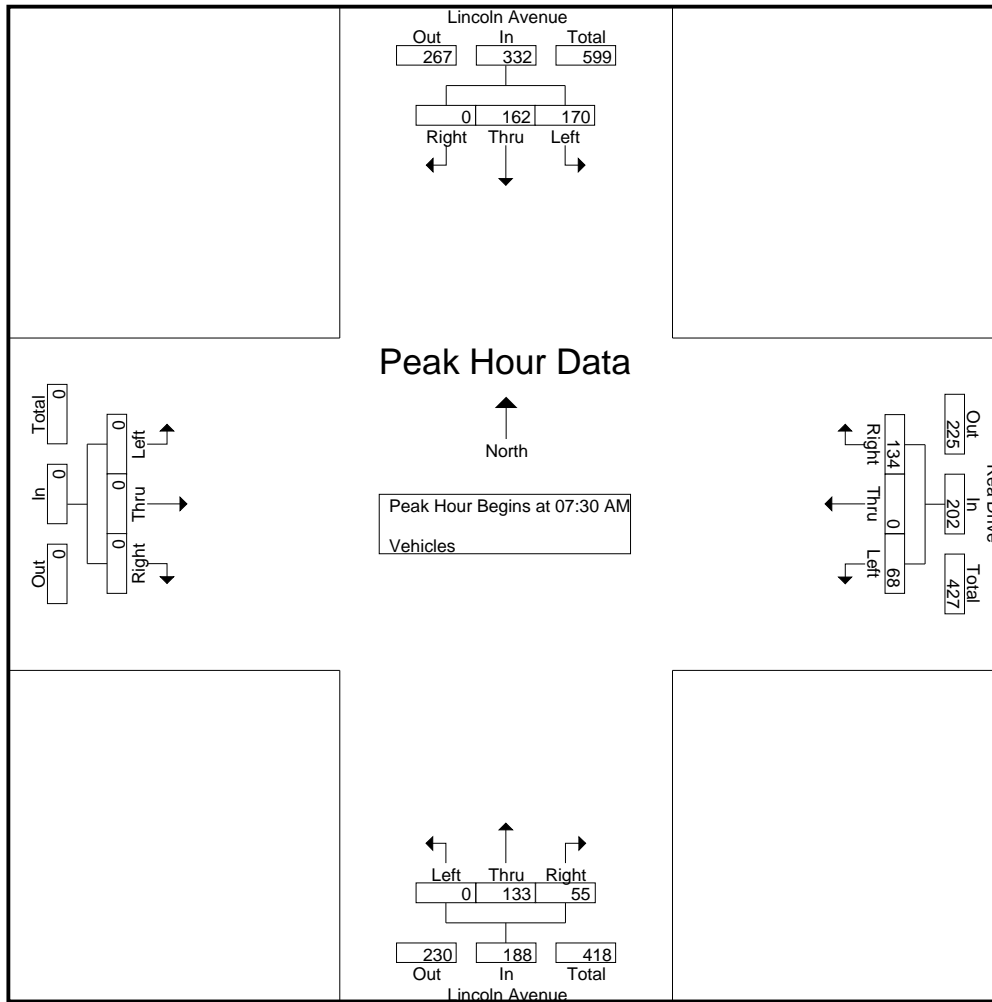
Groups Printed- Vehicles

Start Time	Lincoln Avenue Southbound			Rea Drive Westbound			Lincoln Avenue Northbound			Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	16	20	0	5	0	26	0	26	13	0	0	0	106
07:15 AM	17	27	0	9	0	23	0	25	11	0	0	0	112
07:30 AM	38	42	0	23	0	39	0	35	15	0	0	0	192
07:45 AM	63	42	0	28	0	48	0	32	14	0	0	0	227
Total	134	131	0	65	0	136	0	118	53	0	0	0	637
08:00 AM	40	45	0	9	0	28	0	41	15	0	0	0	178
08:15 AM	29	33	0	8	0	19	0	25	11	0	0	0	125
08:30 AM	20	28	0	8	0	30	0	35	10	0	0	0	131
08:45 AM	19	22	0	6	0	17	0	21	14	0	0	0	99
Total	108	128	0	31	0	94	0	122	50	0	0	0	533
11:00 AM	14	23	0	1	0	12	0	24	8	0	0	0	82
11:15 AM	10	18	0	0	0	17	0	15	6	0	0	0	66
11:30 AM	19	23	0	4	0	14	0	27	5	0	0	0	92
11:45 AM	13	18	0	2	0	5	0	19	5	0	0	0	62
Total	56	82	0	7	0	48	0	85	24	0	0	0	302
12:00 PM	16	27	0	4	0	16	0	17	10	0	0	0	90
12:15 PM	13	18	0	5	0	9	0	22	10	0	0	0	77
12:30 PM	14	17	0	8	0	16	0	24	7	0	0	0	86
12:45 PM	24	23	0	8	0	16	0	26	11	0	0	0	108
Total	67	85	0	25	0	57	0	89	38	0	0	0	361
03:00 PM	36	41	0	10	0	24	0	46	23	0	0	0	180
03:15 PM	32	44	0	8	0	29	0	70	27	0	0	0	210
03:30 PM	32	28	0	9	0	24	0	70	20	0	0	0	183
03:45 PM	39	38	0	12	0	24	0	66	30	0	0	0	209
Total	139	151	0	39	0	101	0	252	100	0	0	0	782
04:00 PM	61	23	0	5	0	14	0	78	33	0	0	0	214
04:15 PM	40	32	0	6	0	23	0	79	23	0	0	0	203
04:30 PM	85	37	0	7	0	20	0	71	26	0	0	0	246
04:45 PM	65	33	0	9	0	9	0	77	37	0	0	0	230
Total	251	125	0	27	0	66	0	305	119	0	0	0	893
05:00 PM	60	29	0	5	0	13	0	88	35	0	0	0	230
05:15 PM	62	38	0	10	0	6	0	82	42	0	0	0	240
05:30 PM	58	36	0	11	0	13	0	77	43	0	0	0	238
05:45 PM	56	32	0	9	0	18	0	75	40	0	0	0	230
Total	236	135	0	35	0	50	0	322	160	0	0	0	938
Grand Total	991	837	0	229	0	552	0	1293	544	0	0	0	4446
Apprch %	54.2	45.8	0	29.3	0	70.7	0	70.4	29.6	0	0	0	
Total %	22.3	18.8	0	5.2	0	12.4	0	29.1	12.2	0	0	0	

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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	38	42	0	80	23	0	39	62	0	35	15	50	0	0	0	0	192
07:45 AM	63	42	0	105	28	0	48	76	0	32	14	46	0	0	0	0	227
08:00 AM	40	45	0	85	9	0	28	37	0	41	15	56	0	0	0	0	178
08:15 AM	29	33	0	62	8	0	19	27	0	25	11	36	0	0	0	0	125
Total Volume	170	162	0	332	68	0	134	202	0	133	55	188	0	0	0	0	722
% App. Total	51.2	48.8	0		33.7	0	66.3		0	70.7	29.3		0	0	0		
PHF	.675	.900	.000	.790	.607	.000	.698	.664	.000	.811	.917	.839	.000	.000	.000	.000	.795



CITY TRAFFIC COUNTERS
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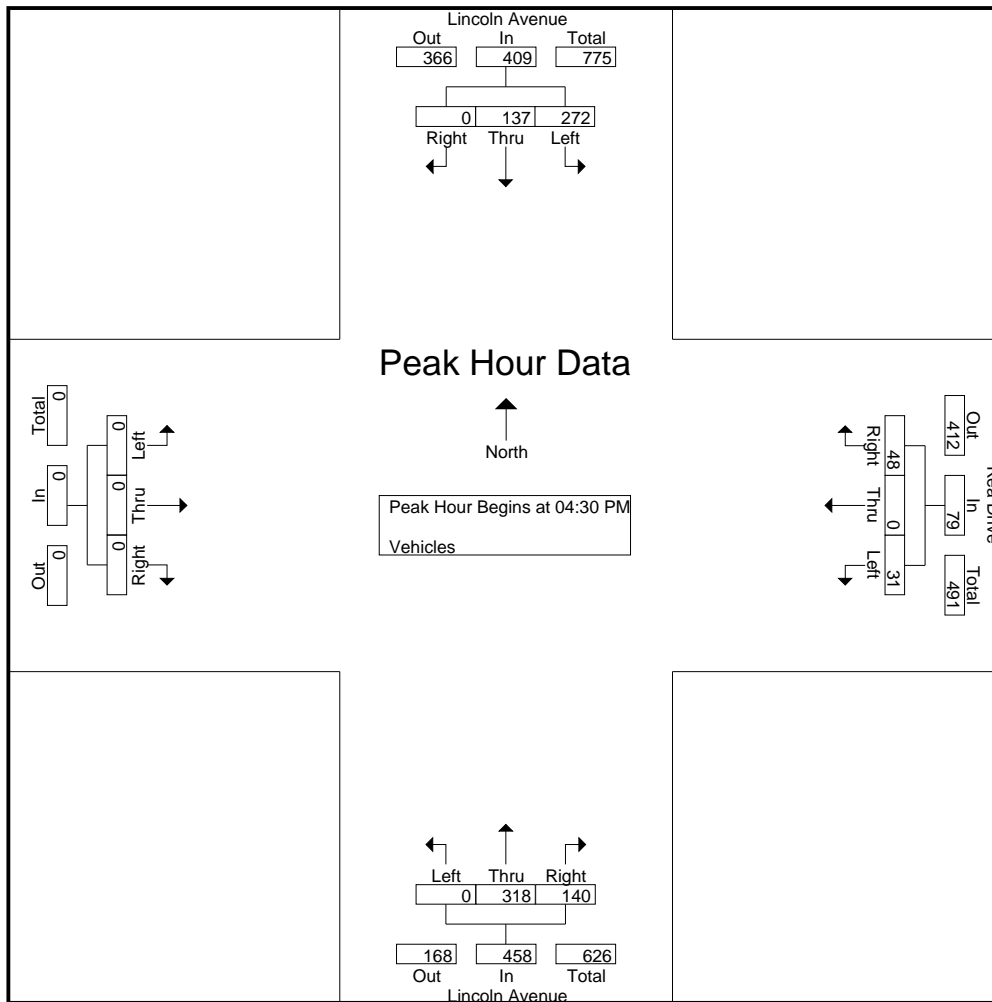
File Name : LincolnAve_ReaDr_04-29-25
 Site Code : 00000000
 Start Date : 4/29/2025
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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	27	0	43	4	0	16	20	0	17	10	27	0	0	0	0	90
12:15 PM	13	18	0	31	5	0	9	14	0	22	10	32	0	0	0	0	77
12:30 PM	14	17	0	31	8	0	16	24	0	24	7	31	0	0	0	0	86
12:45 PM	24	23	0	47	8	0	16	24	0	26	11	37	0	0	0	0	108
Total Volume	67	85	0	152	25	0	57	82	0	89	38	127	0	0	0	0	361
% App. Total	44.1	55.9	0		30.5	0	69.5		0	70.1	29.9		0	0	0		
PHF	.698	.787	.000	.809	.781	.000	.891	.854	.000	.856	.864	.858	.000	.000	.000	.000	.836

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : LincolnAve_ReaDr_04-29-25
 Site Code : 00000000
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Start Time	Lincoln Avenue Southbound				Rea Drive Westbound				Lincoln Avenue Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	85	37	0	122	7	0	20	27	0	71	26	97	0	0	0	0	246
04:45 PM	65	33	0	98	9	0	9	18	0	77	37	114	0	0	0	0	230
05:00 PM	60	29	0	89	5	0	13	18	0	88	35	123	0	0	0	0	230
05:15 PM	62	38	0	100	10	0	6	16	0	82	42	124	0	0	0	0	240
Total Volume	272	137	0	409	31	0	48	79	0	318	140	458	0	0	0	0	946
% App. Total	66.5	33.5	0		39.2	0	60.8		0	69.4	30.6		0	0	0		
PHF	.800	.901	.000	.838	.775	.000	.600	.731	.000	.903	.833	.923	.000	.000	.000	.000	.961



Intersection						
Int Delay, s/veh	4.7					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	68	134	133	55	170	162
Future Vol, veh/h	68	134	133	55	170	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Stop	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	146	145	60	185	176

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	690	145	0	0	145
Stage 1	145	-	-	-	-
Stage 2	546	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	411	903	-	-	1438
Stage 1	883	-	-	-	-
Stage 2	581	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	358	903	-	-	1438
Mov Cap-2 Maneuver	358	-	-	-	-
Stage 1	883	-	-	-	-
Stage 2	506	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	10.29	0	4.03
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	899	1438	-
HCM Lane V/C Ratio	-	-	0.244	0.129	-
HCM Ctrl Dly (s/v)	-	-	10.3	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.4	-

Intersection						
Int Delay, s/veh	2.2					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	31	48	318	140	137	272
Future Vol, veh/h	31	48	318	140	137	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Stop	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	52	346	152	149	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	939	346	0	0	346	0
Stage 1	346	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	697	-	-	1213	-
Stage 1	717	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	697	-	-	1213	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	11.97	0	2.81
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	602	1213	-
HCM Lane V/C Ratio	-	-	0.143	0.123	-
HCM Ctrl Dly (s/v)	-	-	12	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.4	-

Lanes, Volumes, Timings
Lincoln Ave and Rea Dr

AM PEAK
07/10/2025



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	68	134	133	55	170	162
Future Volume (vph)	68	134	133	55	170	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910			0.850		
Flt Protected	0.983				0.950	
Satd. Flow (prot)	1500	0	1676	1425	1593	1676
Flt Permitted	0.983				0.950	
Satd. Flow (perm)	1500	0	1676	1425	1593	1676
Link Speed (mph)	25		35			35
Link Distance (ft)	148		226			157
Travel Time (s)	4.0		4.4			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	146	145	60	185	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	145	60	185	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	41.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
Lincoln Ave and Rea Dr

PM PEAK
07/10/2025



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	31	48	318	140	137	272
Future Volume (vph)	31	48	318	140	137	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918			0.850		
Flt Protected	0.981				0.950	
Satd. Flow (prot)	1510	0	1676	1425	1593	1676
Flt Permitted	0.981				0.950	
Satd. Flow (perm)	1510	0	1676	1425	1593	1676
Link Speed (mph)	25		35			35
Link Distance (ft)	148		226			157
Travel Time (s)	4.0		4.4			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	52	346	152	149	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	346	152	149	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	42.2%
Analysis Period (min)	15
	ICU Level of Service A

CRASH DIAGRAM

Primary Street:
Lincoln Avenue

Secondary Street:

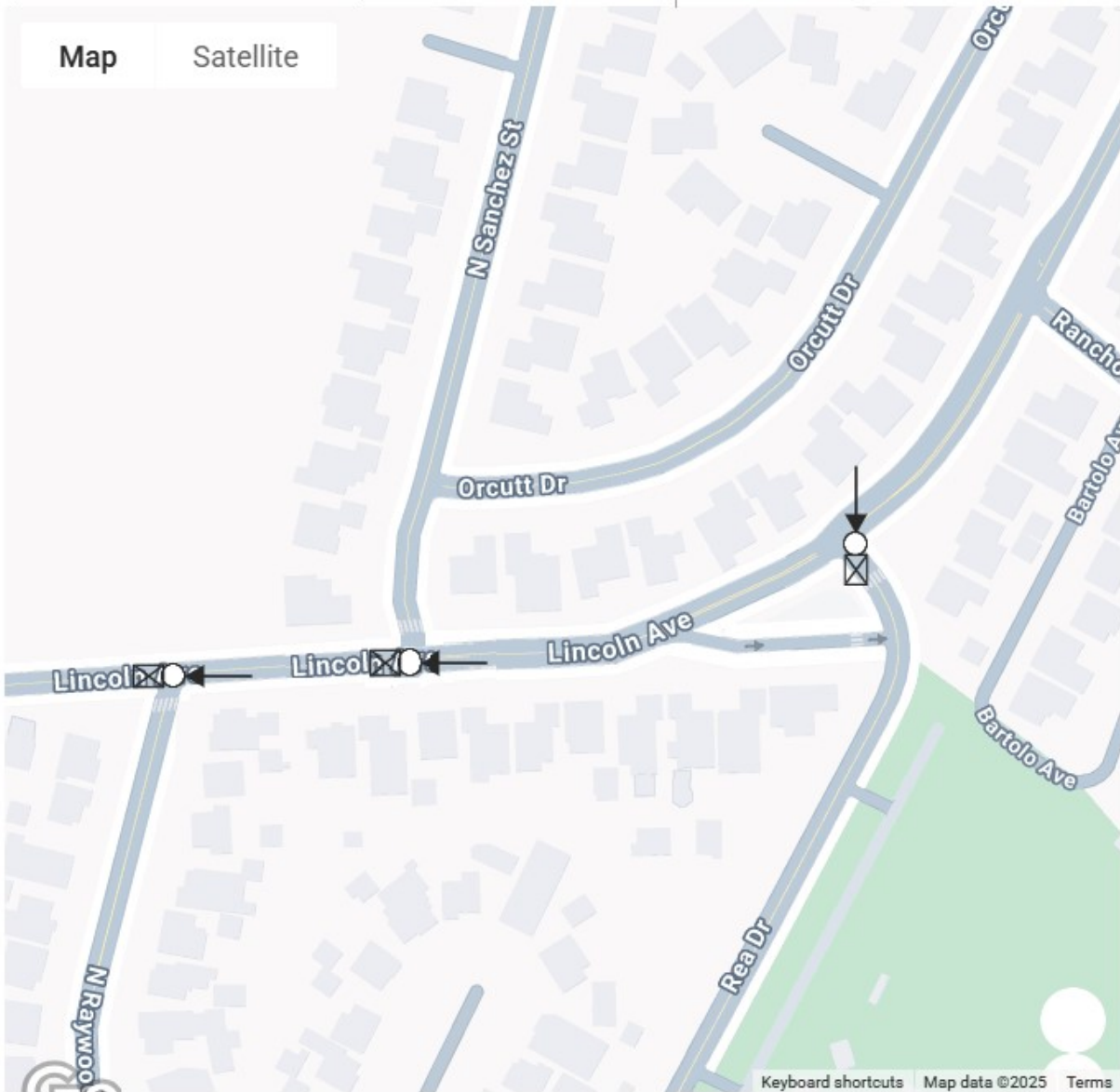
Time Period:
01/01/2022 - 01/01/2025

Agency Name:
Bowman

Mapping Summary:

Fatal Crash	0
Injury Crash	3
Mapped	3
Not Drawn	
Total	3

▶ Straight	⚠ Pedestrian
↶ Left Turn	🚲 Bicycle
↷ Right Turn	⊠ Object
↻ U-Turn	● Fatal Crash
↶↷ Overturned	○ Injury Crash
↘ Ran Off Road	
⊠ Stopped	
⊠ Parked	



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Date Created: 06/12/2025

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City of Montebello

Traffic Signal Warrant Analysis - Lincoln Avenue and Rea Drive Intersection

Major St: Lincoln Avenue Posted Speed 25 Critical Approach Speed 35 mph
 Minor St: Rea Drive Posted Speed 25 Critical Approach Speed 32 mph

Critical speed of major street traffic > 40 mph

* Posted speed limit is 40 mph, and the 85th-percentile speed is 43 mph

In built up area of isolated community of < 10,000 pop.

or } RURAL (R)
 URBAN (U)

* - Plotted Points of Vehicular and Pedestrian Volume

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO

WARRANT 1A - Eight Hour Vehicular Volume 100% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	423	410	331	509	645	810	906	612	
Major Street	(400)	(280)	(480)	(336)	X	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	182	110	96	110	162	98	107	96	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	✓	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic 100% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	423	410	331	509	645	810	906	612	
Major Street	(600)	(420)	(720)	(504)	X	X	X	X	X	✓	✓	X	
Highest Approaches	75	53	100	70	182	110	96	110	162	98	107	96	
Minor Street	(60)	(42)	(80)	(56)	✓	✓	✓	✓	✓	✓	✓	✓	

WARRANT 1C - Combination of Condition A & B SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

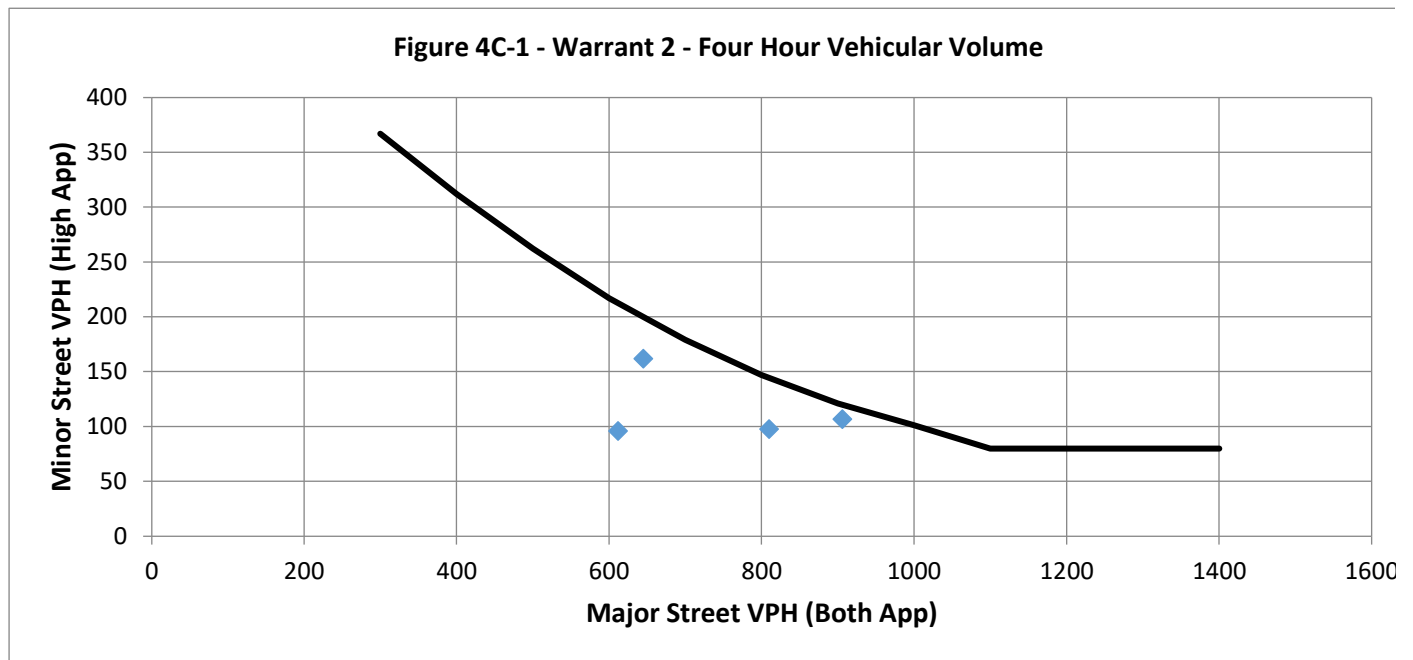
WARRANT 2 - Four Hour Vehicular Volume

SATISFIED

YES NO

Approach Lanes			One	2 or More	3PM	4PM	5PM	6PM	Hour
Both Approaches	-	Major Street	X		645	810	906	612	
Highest Approaches	-	Minor Street	X		162	98	107	96	

All plotted points fall above the curve in Figure 4C-1	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A
OR, All plotted points fall above the curve in Figure 4C-2	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A



WARRANT 3 - Peak Hour

SATISFIED

YES NO

(Part A or Part B must be satisfied)

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	

SATISFIED

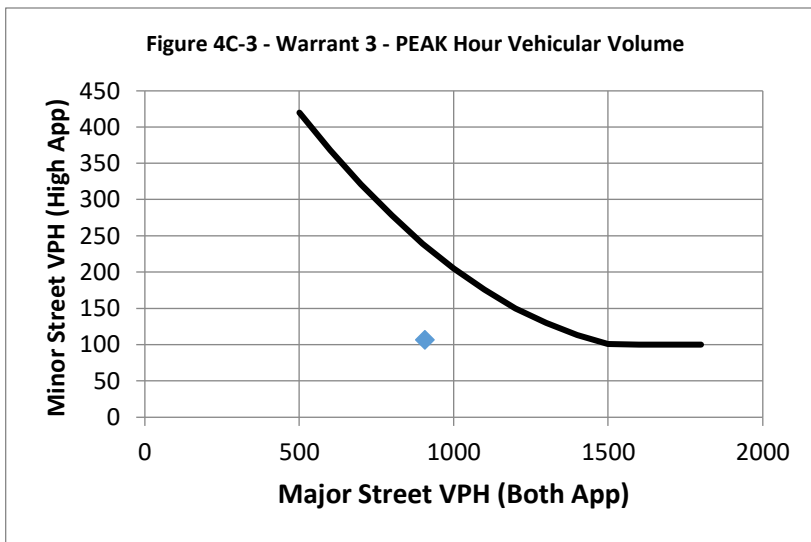
YES NO

Part B

Approach Lanes		One	2 or More	5:00 PM
Both Approaches	- Major Street	X		906
Highest Approach	- Minor Street	X		107

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS) YES NO N/A

OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS) YES NO



WARRANT 4 - Pedestrian Volume
(All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	3PM	4PM	5PM	6PM
Vehicles per hour for any 4 hours	645	810	906	612
Peds per hour for any 4 hours	7	7	7	7

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

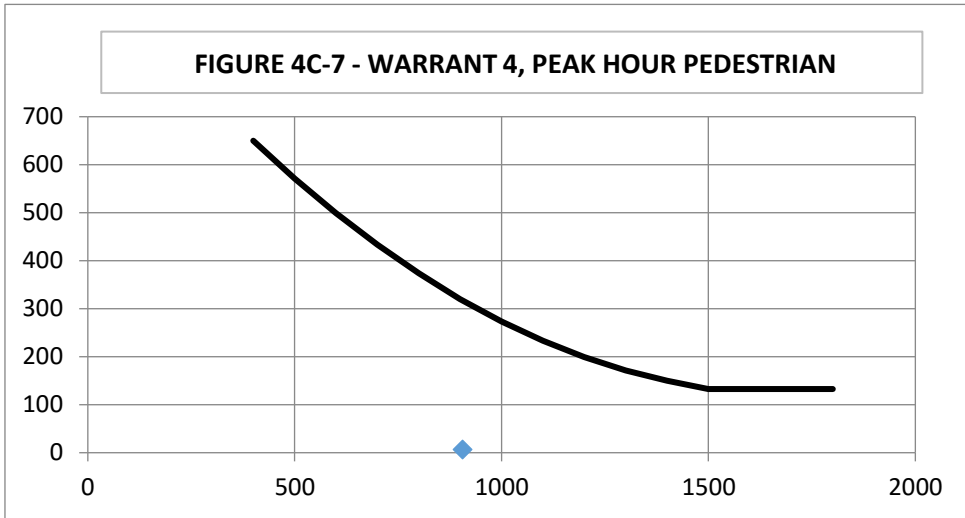
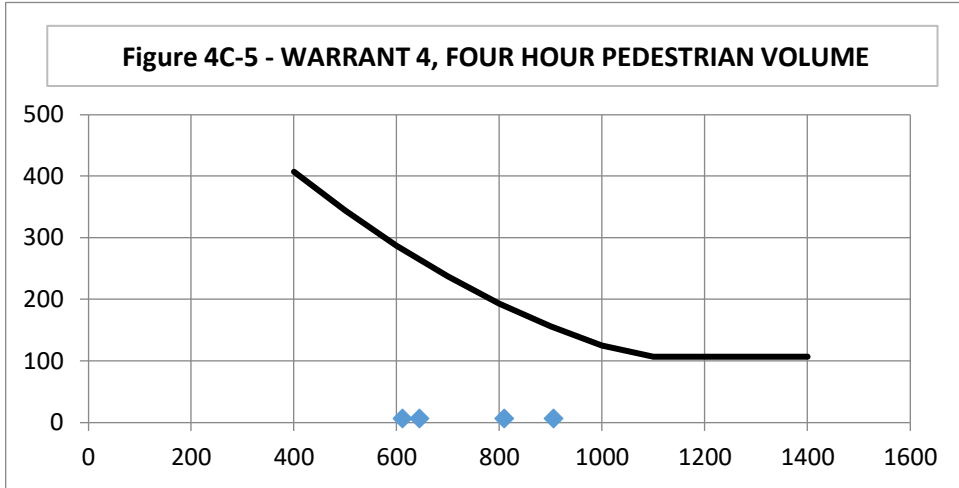
B. Hours ---->	
Vehicles per hour for any 1 hour	906
Pedestrians per hour for any 1 hour	7

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater

than 90 meters (300 ft) : 450' to the RRFB at the west of Rea Drive	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



Bowman

WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied) **SATISFIED** YES NO

Part A **SATISFIED** YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	AND Children > 20/hr

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft): 450' to the RRFB at the west of Rea Drive	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E _____ W _____	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	
		Yes <input type="checkbox"/> No <input type="checkbox"/>

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Rowman

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	



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: 748 SOUTH TAYLOR AVENUE BLUE CURB REMOVAL APPLICATION

DATE: July 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the City traffic engineer recommendation to approve the request for the removal of Disabled Parking space at 748 South Taylor Avenue as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 748 South Taylor Avenue for removal 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 pate 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 Specifications:

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

Page 2 of 4

- 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).
 - 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ inch per foot, as required by Section 1129B(4) 4 of the CBC.

A blue curb may also be removed if residents request a removal if a blue handicapped parking space is no longer needed in front of that person's residence.

EXISTING CONDITIONS:

South Taylor Avenue is a residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 748 South Taylor Avenue. The property 748 South Taylor Avenue is zoned as single-family residential. Currently there is a blue curb in front of the residence along with a disabled person parking spot sign as shown in Figure 2.



Figure 1 - Aerial View of 784 South Taylor Avenue



Figure 2 - Street View of 748 South Taylor Avenue looking East

ANALYSIS:

In response to the request, staff reviewed the submitted application and documents. This is a multi-family property located on N. Garfield Avenue. The current resident is not the original applicant of the blue curb installation, therefore they would like it removed because they have no current use for it and would like additional parking in front of their residence. After review, staff determined that the location does qualify for a blue curb removal.



Figure 3 - Recommended Blue Curb Removal at 748 South Taylor Street

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the city traffic engineer recommends the Traffic and Safety Commission approve the removal of the disabled parking space at 748 South Taylor 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
Traffic Engineer

**SUBJECT: 764 NORTH GARFIELD AVENUE APARTMENT 101 BLUE CURB
REMOVAL APPLICATION**

DATE: July 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the request for the removal of Disabled Parking space at 764 N. Garfield Avenue as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 764 N. Garfield Avenue for removal 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 pate 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 Specifications:

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

Page 2 of 4

- 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).
 - 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.

A blue curb may also be removed if resident request a removal if a blue handicapped parking space is no longer needed in front of that person's residence.

EXISTING CONDITIONS:

North Garfield Avenue is main street with a posted 40 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of the 764 N. Garfield Avenue. The property 764 N. Garfield Avenue Street is zoned as multiple-family residential. Currently there is a blue curb in front of the residence along with a disabled person parking spot sign as shown in Figure 2.



Figure 1 - Aerial View of 764 N. Garfield Avenue



Figure 2 - Street View of 764 N. Garfield Avenue looking East

ANALYSIS:

In response to the request, staff reviewed the submitted application and documents. This is a multi-family property located on N. Garfield Avenue. The applicants contacted staff to request the removal of the blue curb due to low usage. They noted that the space is open to anyone with a valid disability placard, which often made it unavailable for their own use. After review, staff determined that the location does qualify for a blue curb removal.



Figure 3 - Recommended Blue Curb Removal at 764 N. Garfield Avenue

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2025**

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ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the city traffic engineer recommends the Traffic and Safety Commission approve the removal of the disabled parking space at 764 N. Garfield Avenue.

ATTACHMENT(S)

1. Attachment A - 764 N. Garfield Ave Letter

Attachment A

Hello, Samantha.

I am writing to formally request the removal of the blue curb-accessible parking zone installed near my residence. While I initially applied and paid the \$197.00 fee for the space in good faith, I've come to realize that the open-access nature of the spot does not serve the purpose I had hoped for.

As currently stands, anyone with a valid disability placard is allowed to use the space, which often results in me having to park far from my home despite having paid for the installation. This has caused increasing frustration and anxiety, as I believed the zone would help alleviate the challenges I face in accessing my home due to my disability.

Given these circumstances, I kindly ask that the blue curb is removed along with the signage associated with this zone.

Thank you for your attention to this matter. Please let me know what steps are required to proceed with the removal.

Sincerely,



6/20/2025

Moises Delgado

764 N. Garfield Ave

Apt. 101

Montebello, CA 90640

323-621-8570

Moisesdelgado8@icloud.com



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
Traffic Engineer

SUBJECT: 848 S. 5th STREET BLUE CURB REMOVAL APPLICATION

DATE: July 28, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the request for the removal of Disabled Parking space at 848 S. 5th Street as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 848 S. 5th Street for removal 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 Specifications:

- 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).
 - 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.

A blue curb may also be removed if resident request a removal if a blue handicapped parking space is no longer needed in front of that person's residence.

EXISTING CONDITIONS:

South 5th Street is local residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of the 848 S. 5th Street. The property at 848 S. 5th Street is zoned as one-family residential. Currently there is a blue curb in front of the residence along with a disabled person parking spot sign as shown in Figure 2.

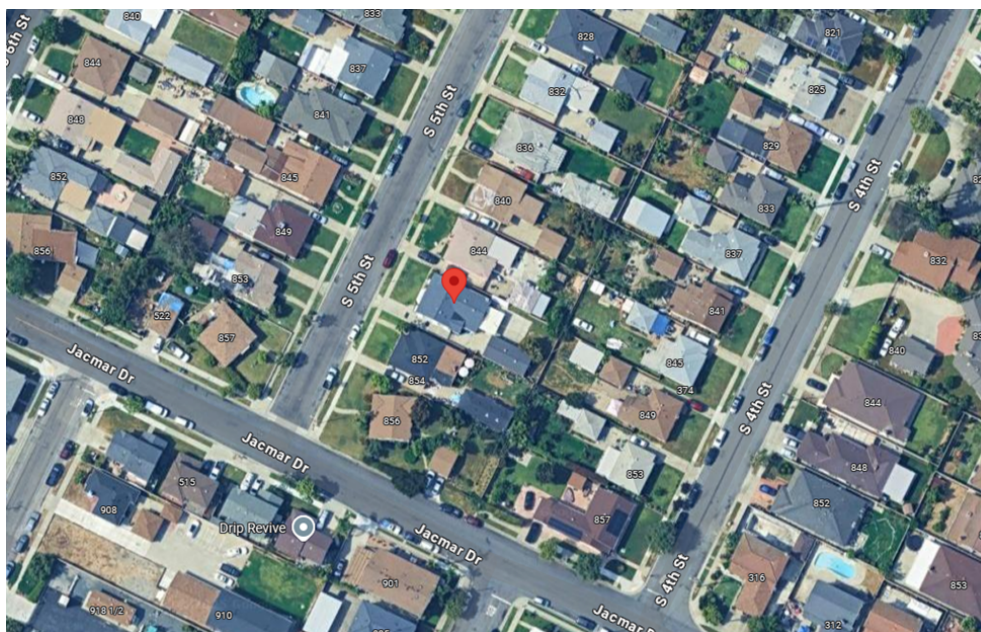


Figure 1 - Aerial View of 848 S. 5th Street



Figure 2 - Street View of 848 S. 5th Street looking East

ANALYSIS:

In response to the request, staff reviewed the submitted application and documents. This is a single property located on S. 5th Street. The owner is requesting removal because they want additional parking. It is noted that this space becomes open to the general public and not just the property owner. After review, staff determined that the location does qualify for a blue curb removal.



Figure 3 - Recommended Blue Curb Removal at 848 S. 5th Street

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2025**

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ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the city traffic engineer recommends the Traffic and Safety Commission approve the removal of the disabled parking space at 848 S. 5th Street.

ATTACHMENT(S)

1. Attachment A - Request to Remove Unused Disabled Parking Sign

From: Monica Elizabeth <monicaeliza2112@gmail.com>
Sent: Thursday, July 24, 2025 12:23 PM
To: Gutierrez, Daniel
Subject: [External Email] Request to Remove Unused Disabled Parking Sign

Follow Up Flag: Follow up
Flag Status: Flagged

External Sender - From: (Monica Elizabeth <monicaeliza2112@gmail.com>)
This message came from outside your organization.

Hello,

I'm writing to request the removal of the disabled parking space located in front of my house at 848 S 5th St, Montebello. As far as I understand, it was installed for a previous resident. My family and I have lived here for the past two years, and we do not require the space.

Because it prevents us from parking directly in front of our home, we would appreciate your attention to this matter as soon as possible.

Thank you for your time and assistance.

Monica Suarez-Ochoa

PLEASE DO NOT CLICK ON UNKNOWN LINKS. Contact Montebello IT Division if you are unsure.