



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, SEPTEMBER 29, 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
SONIA HOLGUIN, COMMISSIONER**

CITY STAFF

**RAUL ALVAREZ, CITY MANAGER
LUIS LOPEZ, POLICE CHIEF
KENNETH CABRERA, ASSISTANT 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
DANIEL GUTIERREZ, ASSISTANT ENGINEER
SAMANTHA LEYVA, MANAGEMENT ANALYST**

NOTICES

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

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact Samantha Leyva at (323) 887-1200 ext. 1483 Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact us 24 hours before this meeting.

PUBLIC COMMENTS:

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

RULES OF DECORUM:

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

AGENDA MATERIALS:

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

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRECTIONS TO THE AGENDA

PUBLIC COMMENTS (30 MINUTES)

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

MINUTES

1. APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF AUGUST 25, 2025

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

1. Approve the Meeting Minutes as written.

REGULAR BUSINESS

2. ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF WEST HARDING AVENUE AND NORTH PARK AVENUE

RECOMMENDATION: It is recommended that the Traffic Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of West Harding Avenue and North Park Avenue.
2. Approve the Traffic Engineer's recommendations to approve the request for an All-Way stop sign intersection at West Harding Avenue and North Park Avenue and to install red curbs on the intersection approaches as shown in Figure 6, install a yellow ladder crosswalk on the north and east leg of the intersection and install stop-ahead warning signs on West Harding Avenue in each direction and on North Park Avenue.

3. 205 SOUTH 4th STREET BLUE CURB APPLICATION

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

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of a Disabled Parking space and sign at 205 South 4th Street.

4. 730 FRANKEL AVENUE BLUE CURB REMOVAL APPLICATION

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

-
1. Approve the Traffic Engineer's recommendation to approve the request for the removal of the Disabled Parking space and sign at 730 Frankel Avenue as shown in Figure 3.

5. 3125 VIA SAN DELARRO BLUE CURB REMOVAL APPLICATION

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

1. Approve the Traffic Engineer's recommendation to approve the request for the removal of Disabled Parking space and the sign at 3125 Via San Delarro as shown in Figure 3.

COMMISSION/COMMITTEE ORALS

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

6. COMMISSIONER TAKEYAMA

1. Residents report a growing safety hazard from discarded nitrous oxide canisters ("Whip-Its") littering roads. Drivers often swerve to avoid them, increasing the risk of accidents and property damage.

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on October 27, 2025, at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Daniel Gutierrez, Assistant Engineer for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before Thursday, September 25, 2025, at 5:30 p.m.

Daniel Gutierrez

Daniel Gutierrez, Assistant Engineer



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

MINUTES

MONDAY, AUGUST 25, 2025 AT 6:00 PM

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

OPENING CEREMONIES

Chair Beas introduced Commissioner Sonia to the Traffic and Safety Commission meeting.

1. WELCOME REMARKS FOR COMMISSIONER SONIA HOLGUIN

CALL TO ORDER

Chair Beas called the meeting to order at 6:05 p.m.

PLEDGE OF ALLEGIANCE

Chair Beas called for Commissioner Holguin to lead in the Pledge of Allegance.

ROLL CALL

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

CORRECTIONS TO THE AGENDA

Chair Beas asked if there were any corrections to the agenda.

Commission Liason, Samantha Leyva, stated that there were no corrections to the agenda.

PRESENTATIONS

2. OLYMPIC BOULEVARD COMPLETE STREETS PROPOSED COUNTERMEASURES

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

Commissioner Hernandez inquired about specific details related to the item.

Commissioner Holguin asked for clarification regarding the project's budget.

Chair Beas and Commissioner Takeyama asked questions about the scope of the work and how it will improve the

community.

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.

A resident speaking on Item 7, mentioned that the applicant is elderly and requires accommodations to assist with access from the vehicle to the entrance of the home.

Cindy Mercado, regarding item 5, expressed concerns about the lack of available parking and issues related to trash cans. She noted disputes with neighbors concerning both parking and trash can placement. Additionally, she questioned why the City removed a previously painted red curb, stating that the removal caused damage to the trash cans.

Henry Thompson, reported that he has not yet received a response from the City of Montebello concerning his inquiries about traffic-related issues.

Connie Baucedo, raised safety concerns about Garfield Avenue, requesting a traffic survey and study due to recent crashes and fatalities. She also noted that the solar-powered speed limit sign is not functioning and requested a reduction of the speed limit on Garfield Avenue.

MINUTES

3. APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF JULY 28, 2025

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

1. Approve the Meeting Minutes as written.

Commissioner Takeyama motioned to approve the commission meeting minutes for July 28, 2025, seconded by Chair Knox; the motion passed with 4 yeases and one abstention.

REGULAR BUSINESS

4. MARKED PARALLEL PARKING "T" ON WILBUR PLACE, BEVERLY TERRACE, AND BRADLEY AVENUE AT BEVERLY BOULEVARD

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

1. Approve the installation of marked parallel legal standard sized Parking Ts on Wilbur Place, Beverly Terrace, and Bradley Avenue at Beverly Boulevard per Manual on Uniform Traffic Control Devices and Traffic Engineering Handbook, Latest Edition.

Public Works Director Cesar Roldan spoke about the background of the item.

Commissioner Holguin recommended implementing permitted parking.

Chair Beas made a motion to deny the item, seconded by Commissioner Knox, to have the applicant apply for permitted parking. The motion passed unanimously.

5. 138 NORTH 18TH STREET RED CURB TIPPING AND BLUE CURB APPLICATION

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

1. Approve the City traffic engineer's recommendation to deny the request for the installation of a blue curb for the disabled parking space and approve 2 feet of red curb tipping on each side of the driveway at 138 North 18th Street as shown in Figure 4.

Traffic Engineer Dennis Barnes provided background information on the agenda item. He recommended denying the installation of a blue curb and instead proposed the installation of red tipping extending two feet from the driveway.

Chair Beas made a motion to deny the installation of the blue curb and approve the installation of the red tipping as

described. The motion passed.

6. 140 SOUTH 5TH STREET GREEN CURB APPLICATION

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

1. Approve the City traffic engineer's recommendation to approve the request for the installation of 30 feet of green curb and a modified R32F 20-minute parking sign on a telespar post at 140 South 5th Street as shown in Figures 3 and 4.

Traffic Engineer Dennis Barnes provided background information on the agenda item and recommended approval of the installation of the green curb.

Chair Beas and Commissioner Takeyama called a motion to approve the item. The motion passed.

7. 449 VIA NORTE AVENUE BLUE CURB APPLICATION

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

1. Approve the City traffic engineer's recommendation to deny the request for the installation of Disabled Parking space at 449 Via Norte Avenue.

Traffic Engineer Dennis Barnes provided background information on the agenda item and recommended denying the installation of the blue curb.

Vice Chair Knox and Commissioner Takeyama called a motion to approve the item. The motion passed.

8. 847 WEST ASHIYA ROAD BLUE CURB APPLICATION

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

1. Approve the City Traffic Engineer's recommendation to deny the request for the installation of Disabled Parking space at 847 West Ashiya Road.

Traffic Engineer Dennis Barnes spoke about the background of the item and recommended denying the installation of the blue curb.

Commissioners Takeyama and Hernandez called a motion to deny the item. The motion passed.

9. BRADSHAW STREET - SPEED HUMPS EFFECTIVENESS

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

1. Approve the City Traffic Engineer recommendation to receive and file this report on how effective the speed humps were on Bradshaw Street from Via Campo to Dewar Avenue.

Traffic Engineer Dennis Barnes spoke about the background of the item and recommended approving the study of speed hump effectiveness.

Chair Beas and Commissioner Hernandez called a motion to approve the item. The motion passed.

COMMISSION/COMMITTEE ORALS

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

10. COMMISSIONER TAKEYAMA

1. **The railroad crossing at South Vail Street has not been properly functioning. Resulting in wait periods between five to ten minutes, causing drivers to dangerously drive through the lowered railroad arms.**

Commissioner Takeyama highlighted the hazardous conditions and extended wait times experienced at the railroad crossings.

City Manager Raul Alvarez clarified that the railroad company operates as a private entity, thereby limiting the City's

authority to take direct action.

Chair Beas voiced concerns about the hazards and their potential impact on public safety.

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on September 29, 2025, at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Daniel Gutierrez, Assistant Engineer for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before Thursday, August 21, 2025, at 5:00 p.m.

Daniel Gutierrez

Daniel Gutierrez, Assistant Engineer

Chair Beas adjourned the meeting at 7:34 p.m.



ITEM # 2

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

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

BY: Dennis Barnes
Traffic Engineer

**SUBJECT: ALL WAY STOP SIGN STUDY AT THE INTERSECTION OF WEST
HARDING AVENUE AND NORTH PARK AVENUE**

DATE: September 29, 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 West Harding Avenue and North Park Avenue.
2. Approve the Traffic Engineer's recommendations to approve the request for an All-Way stop sign intersection at West Harding Avenue and North Park Avenue and to install red curbs on the intersection approaches as shown in Figure 6, install a yellow ladder crosswalk on the north and east leg of the intersection and install stop-ahead warning signs on West Harding Avenue in each direction and on North Park Avenue.

FISCAL IMPACT:

The estimated cost for the improvements, including the signs and markings, is \$2,000. There are adequate funds in the public works maintenance budget.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install stop signs at the intersection of West Harding Avenue and North Park Avenue, creating an all-way stop-controlled intersection.

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

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2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signals.
- 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.
- E. Other criteria that may be considered in the stop sign engineering study include the need to control left-turn conflicts; and the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volume.

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, but there are no stop signs installed at the intersection of Park Avenue and West Harding Avenue. North Park Avenue is a north-south two-lane residential street which turns into West Beverly Terrance and which intersects with North Maple 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 an existing red curb at each corner of the intersection of West Harding Avenue and North Maple Avenue complying with the new Daylighting law.

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Figure 1 - Aerial View of W Harding Ave at N Taylor Ave



Figure 2 - Street View of West Harding Ave at North Park Ave Looking West on West Harding Ave

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Figure 3 - Street View of W Harding Ave at N Park Ave Looking East on W Harding Ave



Figure 4 - Street View of W Harding Ave at N Park Ave Looking North on N Park Ave



Figure 5 - Street View of W Harding Ave at N Park Ave Looking South on N Park Ave

ANALYSIS:

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

Average Daily Traffic (ADT)

24-hour approach traffic volume counts (ADT) were collected from Tuesday–Tuesday, August 26, 2025, to August 28, 2025, at the intersection. The results of the new average daily traffic (ADT) volume counts show that West Harding Avenue has an ADT of 740 vehicles west of North Park Avenue and an ADT of 865 vehicles east of North Park Avenue. The ADT on North Park Avenue was recorded as 120 vehicles per day. These traffic volumes do not meet the traffic volume warrants for an all-way stop sign as stated on page two of this report.

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. The (SWITRS) record report is attached to this report.

Red Curb

Increasing the line of sight at intersections improves the safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and

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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. **Based on these facts, a red curb is recommended for installation on all approaches to the studied intersection.** The recommended red curb installation will improve safety for all modes of travel at the intersection and comply with the new day-lighting law. The recommended red curb installation will result in the loss of two parking spaces.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available data and presented facts, the stop sign warrant study concluded that the West Harding Avenue and North Park Avenue intersection does not satisfy any of the required warrants to justify the installation of stop signs on West Harding Avenue. However, the CA-MUTCD allows cities to consider additional criteria through an engineering study to justify the installation of stop control. Based on these additional criteria, the Traffic Engineer has determined that installation of stop signs on West Harding Avenue and North Park Avenue can be justified under the following criteria:

- The need to control left turn conflicts at the intersection
- The need to control vehicle/pedestrian conflicts near locations generating high pedestrian traffic volumes (in this case, an elementary school, the warrant is satisfied)
- The desire to utilize a multi-way stop control to improve traffic operational characteristics at the intersection of two residential streets of similar design and operating characteristics

RECOMMENDATIONS

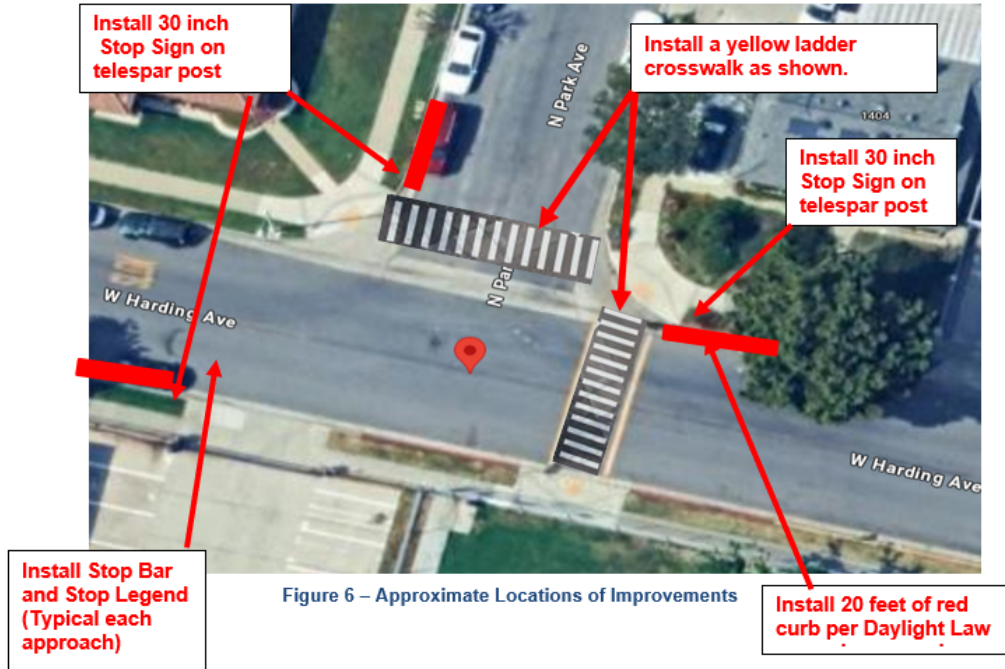
Based on the study findings, the city traffic engineer recommends that the Traffic and Safety Commission approve the request for an All-Way stop sign installation at the West Harding Avenue and North Park Avenue intersection for the above-mentioned reasons. Based on the study findings, the city traffic engineer recommends the following recommendations to minimize traffic and pedestrian safety concerns at the intersection of:

1. Install all-way stop control at the intersection of West Harding Avenue and North Park Avenue by installing a 30-inch stop sign (R1-1) with diamond grade sheeting and with an all-way plaque (R1-3P) on the eastbound and westbound approaches of West Harding Avenue and on the southbound North Park Avenue approach, complete with stop bar and stop legend on the pavement. In addition, install 20 feet of red curb on each intersection approach to comply with the Daylighting law

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and two yellow ladder crosswalks. See **Figure 6** below for the approximate locations of the improvements.



LEGAL REQUIREMENT

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

ATTACHMENT(S)

1. Attachment A - SWITRS Query Map & Accidents Diagram
2. Attachment B - W Harding and N Park Ave - Stop Sign Warrant Sheet
3. Attachment C - W Harding and N Park Ave - Traffic Volumes Counts

Attachment A

SWITRS Query & Map: Result

Selected Criteria

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

Date & Location

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

County: Los Angeles

City: Montebello



583 of 598 (97.5%) Crashes are geocoded and mapped. [List Unmapped Crashes](#)

MUTCD STOP SIGN - WARRANTS

Montebello
Agency
Los Angeles
County
Calc D. D. Barnes
Check _____
Date 9/15/2025
Date _____

Major St: Harding Avenue Critical Approach Speed 25 mph
 Minor St: Park Avenue Critical Approach Speed 25 mph
 Critical speed of major street traffic > 40 mph YES NO

Section A - Is a Stop Sign being used temporarily for a justified Traffic Signal? YES NO

Section B - Accident Experience

ACCIDENT HISTORY								
Minimum Requirement	2022	2023	2024	2025				
100% - 5 or More	0	0	0	0	100% SATISFIED	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	
80% - 4 or More					80% SATISFIED	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	

Section C1 - Minimum Vehicular Volume of Major Street 100% SATISFIED YES NO
80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS		7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	Avg
	100%	80%									
Both Approaches Major Street	300	240	130	240	113	200	7	9	120	128	118
Both Approaches Minor Street	200		13	24	4	0	7	7	8	7	9
		160									

Section C2 - Minimum Traffic Volume of Minor Street 100% SATISFIED YES NO
 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 80% SATISFIED YES NO

Section C3 - Minimum Volume of C1 and C2 100% SATISFIED YES NO
 If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values. 70% SATISFIED YES NO

Section D - Combination of Warrants ALL SATISFIED YES NO

Section B satisfied at 80% 80% SATISFIED YES NO

Section C1 satisfied at 80% 80% SATISFIED YES NO

Section C2 satisfied at 80% 80% SATISFIED YES NO

- Options:** Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts; YES NO
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; YES NO
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; YES NO
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. YES NO

ARE MULTI-WAY STOP SIGNS RECOMMENDED AT THIS INTERSECTION? YES NO

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

Harding Street
W/O Park Avenue

Start Time	8/26/2025 Tue	East		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	5		
12:15		0	8		
12:30		0	4		
12:45		2	6	3	23
01:00		0	7		
01:15		0	8		
01:30		0	9		
01:45		2	20	2	44
02:00		0	25		
02:15		0	29		
02:30		0	26		
02:45		0	14	0	94
03:00		0	11		
03:15		0	10		
03:30		0	17		
03:45		0	17	0	55
04:00		0	14		
04:15		1	18		
04:30		0	13		
04:45		0	16	1	61
05:00		2	17		
05:15		1	17		
05:30		0	25		
05:45		1	11	4	70
06:00		2	13		
06:15		3	18		
06:30		5	13		
06:45		4	13	14	57
07:00		1	5		
07:15		7	8		
07:30		6	6		
07:45		38	1	52	20
08:00		61	4		
08:15		27	9		
08:30		17	11		
08:45		5	7	110	31
09:00		3	5		
09:15		5	8		
09:30		5	3		
09:45		5	3	18	19
10:00		6	0		
10:15		3	4		
10:30		5	3		
10:45		3	0	17	7
11:00		7	1		
11:15		7	0		
11:30		6	2		
11:45		9	4	29	7
Total		250	488		
Percent		33.9%	66.1%		
Grand Total		250	488		
Percent		33.9%	66.1%		

ADT

ADT 738

AADT 738

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt
 Site Code : 00000000
 Start Date : 8/26/2025
 Page No : 1

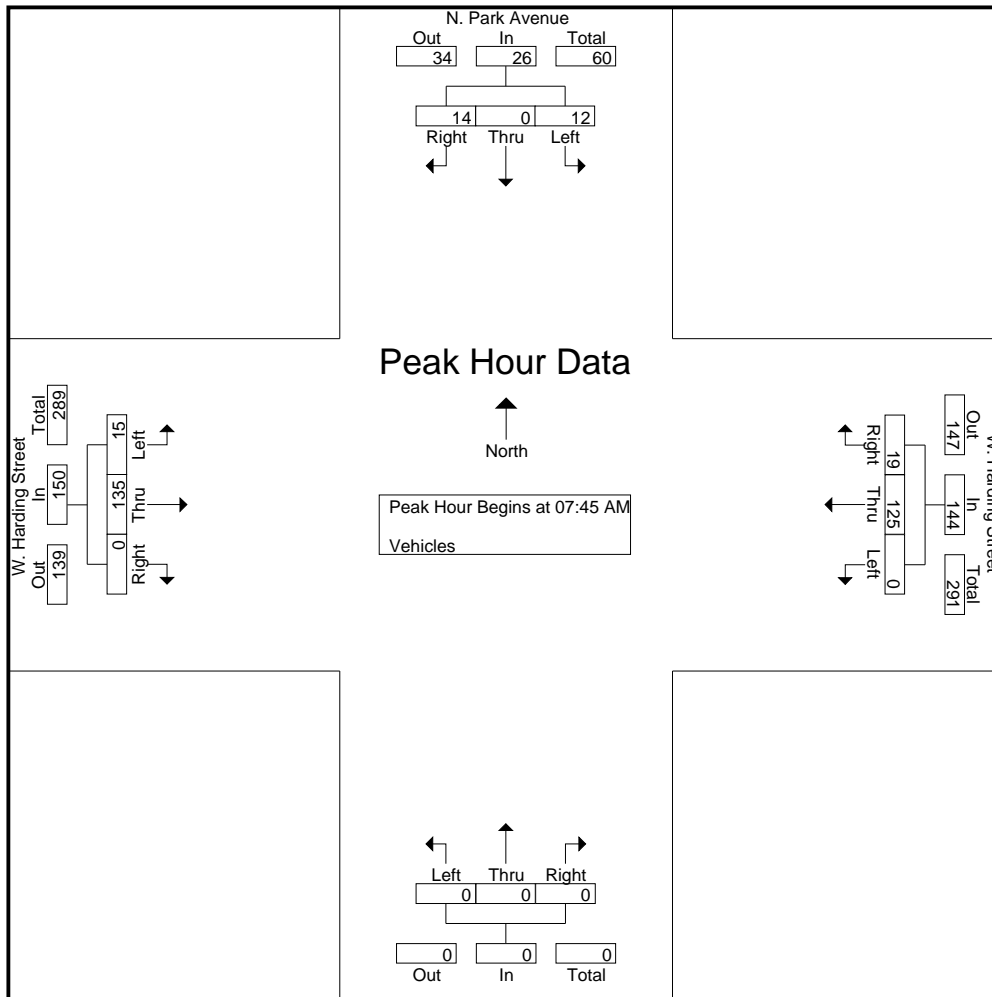
Groups Printed- Vehicles

Start Time	N. Park Avenue Southbound			W. Harding Street Westbound			Northbound			W. Harding Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	1	0	14	0	0	0	0	1	0	0	16
07:15 AM	3	0	2	0	11	0	0	0	0	0	8	0	24
07:30 AM	0	0	2	0	17	0	0	0	0	1	6	0	26
07:45 AM	3	0	2	0	30	3	0	0	0	6	33	0	77
Total	6	0	7	0	72	3	0	0	0	8	47	0	143
08:00 AM	3	0	6	0	42	12	0	0	0	7	57	0	127
08:15 AM	5	0	6	0	37	3	0	0	0	2	27	0	80
08:30 AM	1	0	0	0	16	1	0	0	0	0	18	0	36
08:45 AM	1	0	2	0	15	0	0	0	0	0	3	0	21
Total	10	0	14	0	110	16	0	0	0	9	105	0	264
04:00 PM	1	0	1	0	12	1	0	0	0	5	6	0	26
04:15 PM	2	0	1	0	13	0	0	0	0	1	14	0	31
04:30 PM	0	0	1	0	7	0	0	0	0	1	13	0	22
04:45 PM	1	0	0	0	12	1	0	0	0	0	15	0	29
Total	4	0	3	0	44	2	0	0	0	7	48	0	108
05:00 PM	1	0	1	0	17	4	0	0	0	0	14	0	37
05:15 PM	1	0	2	0	12	0	0	0	0	2	14	0	31
05:30 PM	1	0	2	0	9	2	0	0	0	1	25	0	40
05:45 PM	0	0	0	0	8	0	0	0	0	0	12	0	20
Total	3	0	5	0	46	6	0	0	0	3	65	0	128
Grand Total	23	0	29	0	272	27	0	0	0	27	265	0	643
Apprch %	44.2	0	55.8	0	91	9	0	0	0	9.2	90.8	0	
Total %	3.6	0	4.5	0	42.3	4.2	0	0	0	4.2	41.2	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt
Site Code : 00000000
Start Date : 8/26/2025
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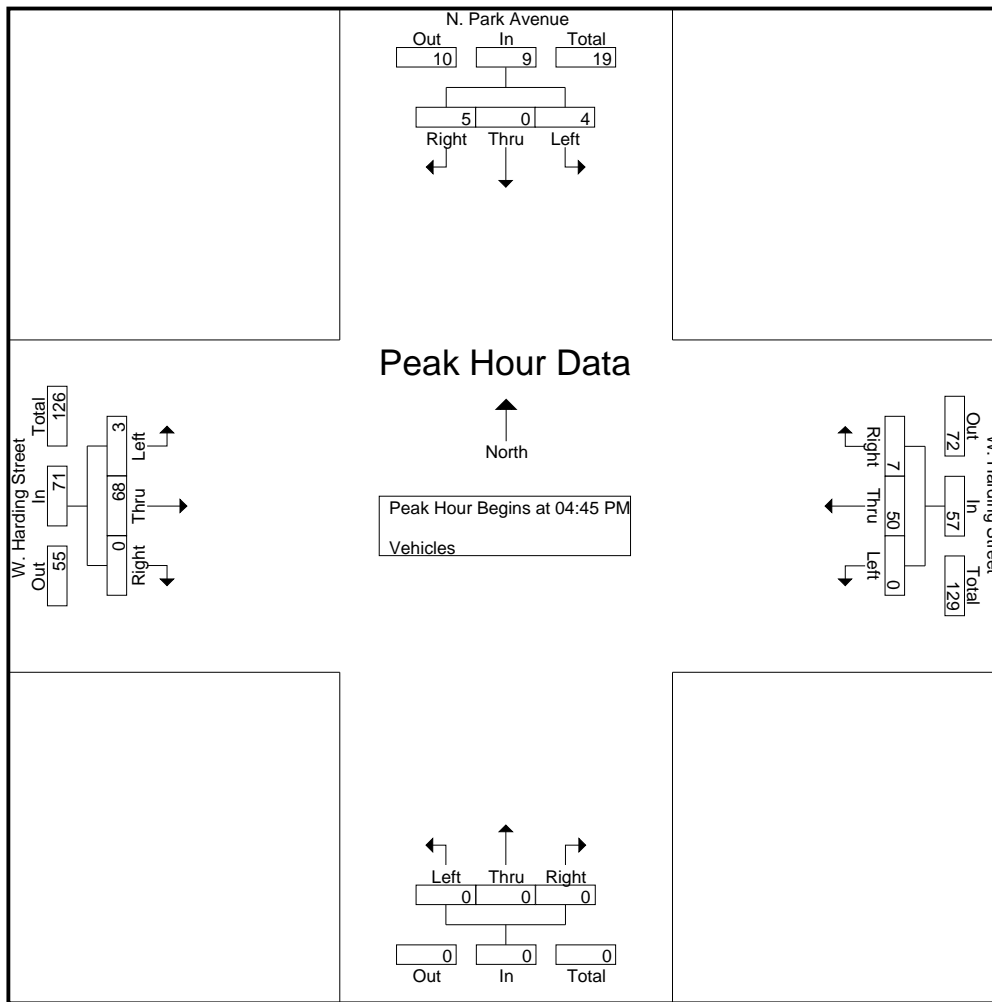
Start Time	N. Park Avenue Southbound				W. Harding Street Westbound				Northbound				W. Harding Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	2	5	0	30	3	33	0	0	0	0	6	33	0	39	77
08:00 AM	3	0	6	9	0	42	12	54	0	0	0	0	7	57	0	64	127
08:15 AM	5	0	6	11	0	37	3	40	0	0	0	0	2	27	0	29	80
08:30 AM	1	0	0	1	0	16	1	17	0	0	0	0	0	18	0	18	36
Total Volume	12	0	14	26	0	125	19	144	0	0	0	0	15	135	0	150	320
% App. Total	46.2	0	53.8		0	86.8	13.2		0	0	0		10	90	0		
PHF	.600	.000	.583	.591	.000	.744	.396	.667	.000	.000	.000	.000	.536	.592	.000	.586	.630



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt
 Site Code : 00000000
 Start Date : 8/26/2025
 Page No : 3

Start Time	N. Park Avenue Southbound				W. Harding Street Westbound				Northbound				W. Harding Street 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 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	0	12	1	13	0	0	0	0	0	15	0	15	29
05:00 PM	1	0	1	2	0	17	4	21	0	0	0	0	0	14	0	14	37
05:15 PM	1	0	2	3	0	12	0	12	0	0	0	0	2	14	0	16	31
05:30 PM	1	0	2	3	0	9	2	11	0	0	0	0	1	25	0	26	40
Total Volume	4	0	5	9	0	50	7	57	0	0	0	0	3	68	0	71	137
% App. Total	44.4	0	55.6		0	87.7	12.3		0	0	0		4.2	95.8	0		
PHF	1.00	.000	.625	.750	.000	.735	.438	.679	.000	.000	.000	.000	.375	.680	.000	.683	.856



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt_BP
 Site Code : 00000000
 Start Date : 8/26/2025
 Page No : 1

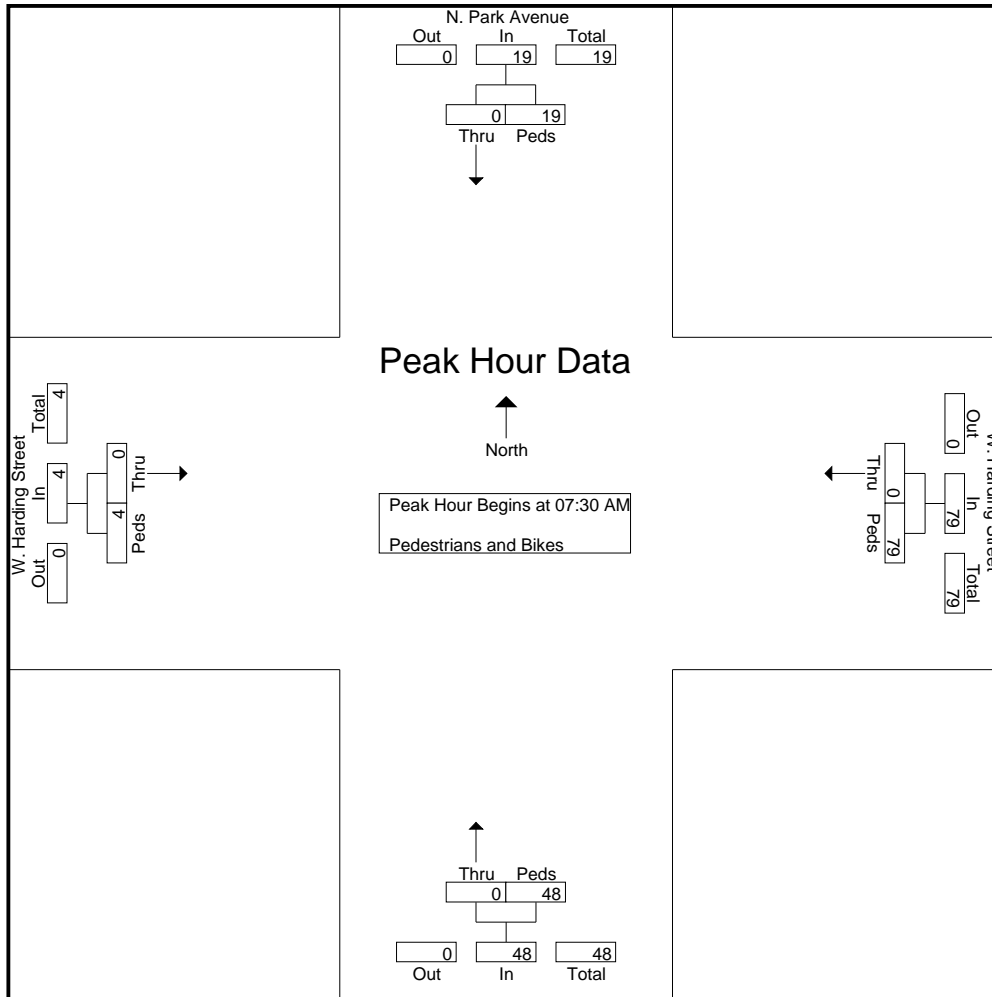
Groups Printed- Pedestrians and Bikes

Start Time	N. Park Avenue North Leg		W. Harding Street East Leg		South Leg		W. Harding Street West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	5	0	2	7
07:30 AM	0	0	0	4	0	2	0	1	7
07:45 AM	0	0	0	7	0	5	0	0	12
Total	0	1	0	11	0	12	0	3	27
08:00 AM	0	15	0	54	0	34	0	1	104
08:15 AM	0	4	0	14	0	7	0	2	27
08:30 AM	0	2	0	0	0	2	0	0	4
08:45 AM	0	5	0	0	0	0	0	0	5
Total	0	26	0	68	0	43	0	3	140
04:00 PM	0	1	0	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	2	0	1	3
04:45 PM	0	2	0	0	0	1	0	0	3
Total	0	3	0	0	0	3	0	2	8
05:00 PM	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	0	0	3	4
Grand Total	0	30	0	79	1	58	0	11	179
Apprch %	0	100	0	100	1.7	98.3	0	100	
Total %	0	16.8	0	44.1	0.6	32.4	0	6.1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt_BP
 Site Code : 00000000
 Start Date : 8/26/2025
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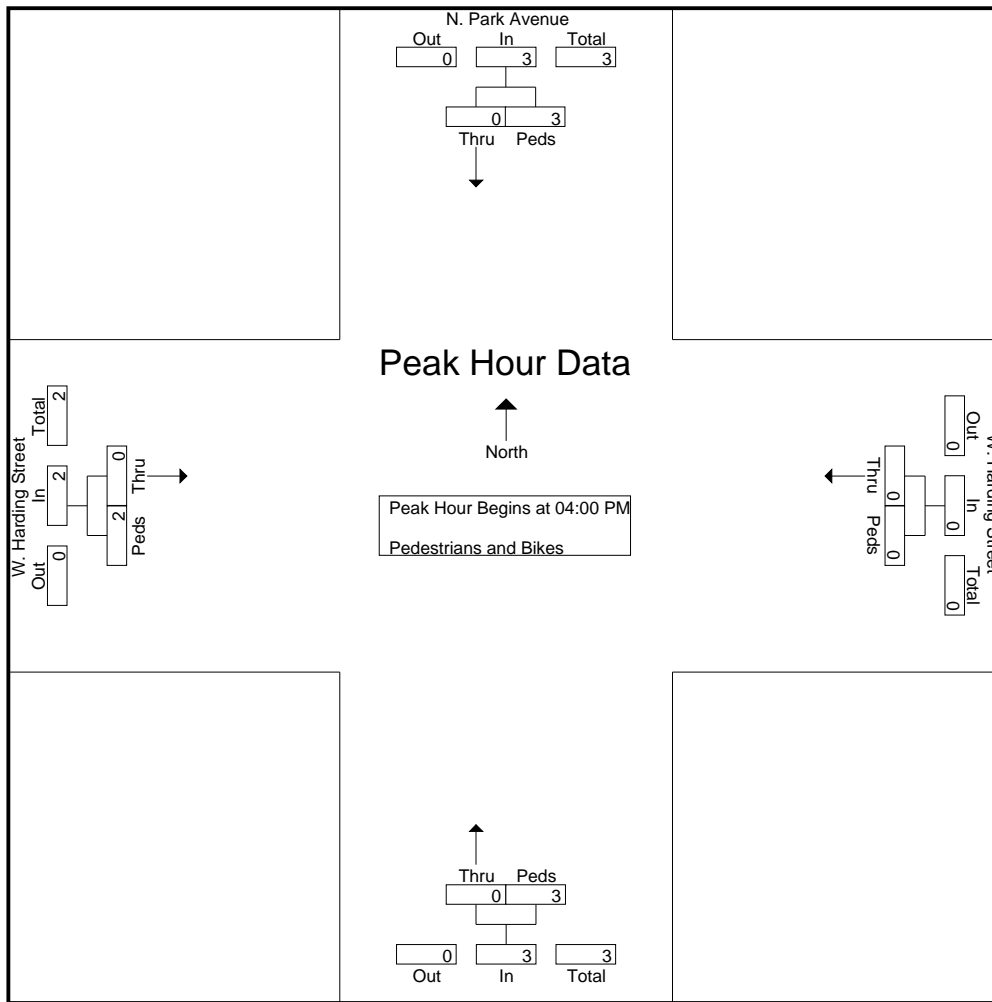
Start Time	N. Park Avenue North Leg			W. Harding Street East Leg			South Leg			W. Harding Street West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	4	4	0	2	2	0	1	1	7
07:45 AM	0	0	0	0	7	7	0	5	5	0	0	0	12
08:00 AM	0	15	15	0	54	54	0	34	34	0	1	1	104
08:15 AM	0	4	4	0	14	14	0	7	7	0	2	2	27
Total Volume	0	19	19	0	79	79	0	48	48	0	4	4	150
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.317	.317	.000	.366	.366	.000	.353	.353	.000	.500	.500	.361



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_HardingSt_BP
 Site Code : 00000000
 Start Date : 8/26/2025
 Page No : 3

Start Time	N. Park Avenue North Leg			W. Harding Street East Leg			South Leg			W. Harding Street West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	0	1	1	0	0	0	3
Total Volume	0	3	3	0	0	0	0	3	3	0	2	2	8
% App. Total	0	100		0	0		0	100		0	100		
PHF	.000	.375	.375	.000	.000	.000	.000	.375	.375	.000	.500	.500	.667



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

Park Avenue
N/O Harding Street

Start Time	8/26/2025 Tue	South		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	2		
12:15		0	0		
12:30		0	1		
12:45		0	1	0	4
01:00		0	0		
01:15		0	0		
01:30		0	2		
01:45		0	2	0	4
02:00		0	0		
02:15		0	5		
02:30		0	11		
02:45		0	1	0	17
03:00		0	4		
03:15		0	0		
03:30		0	1		
03:45		0	2	0	7
04:00		0	2		
04:15		0	5		
04:30		0	1		
04:45		0	1	0	9
05:00		0	2		
05:15		0	3		
05:30		0	3		
05:45		0	1	0	9
06:00		0	0		
06:15		0	0		
06:30		0	1		
06:45		0	2	0	3
07:00		1	0		
07:15		5	1		
07:30		2	1		
07:45		5	1	13	3
08:00		8	2		
08:15		11	3		
08:30		2	2		
08:45		3	0	24	7
09:00		1	0		
09:15		2	2		
09:30		1	0		
09:45		2	0	6	2
10:00		1	0		
10:15		2	0		
10:30		1	1		
10:45		1	0	5	1
11:00		6	0		
11:15		0	0		
11:30		2	0		
11:45		0	0	8	0
Total		56	66		
Percent		45.9%	54.1%		
Grand Total		56	66		
Percent		45.9%	54.1%		

ADT

ADT 122

AADT 122



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: 205 SOUTH 4th STREET BLUE CURB APPLICATION

DATE: September 29, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of a Disabled Parking space and sign at 205 South 4th Street.

FISCAL IMPACT:

The estimated cost for installation of the blue curb paint and sign is approximately \$350. There are adequate funds in the public works maintenance budget.

BACKGROUND/DISCUSSION:

A request has been received from a resident at 205 South 4th Street for installation of a handicapped 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:

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- 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.

EXISTING CONDITIONS:

South 4th Street is a 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 205 South 4th Street. The property at 205 South 4th Street is zoned as one-family residential as shown in Figure 2.

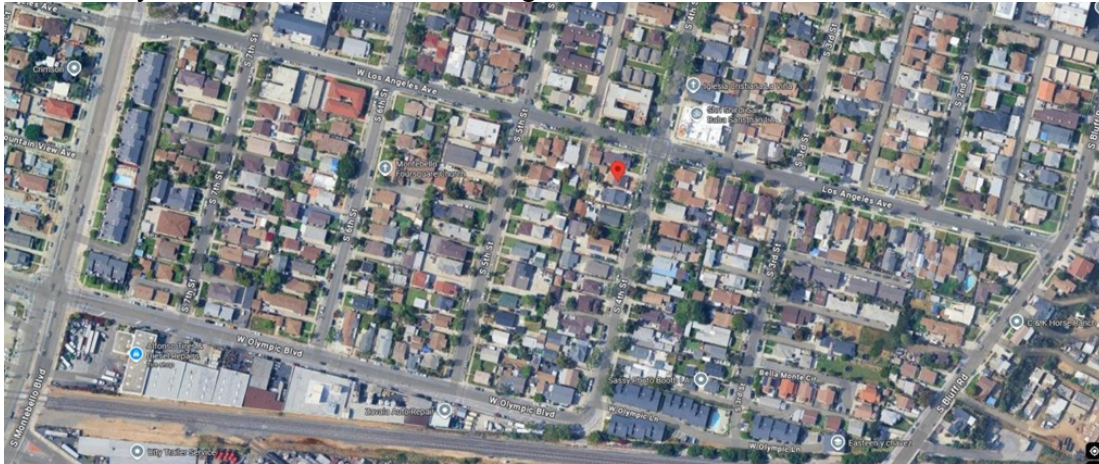


Figure 1 - Aerial View of 205 South 4th Street.

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Figure 2 - Street View of 205 South 4th Street - Looking Northwest.

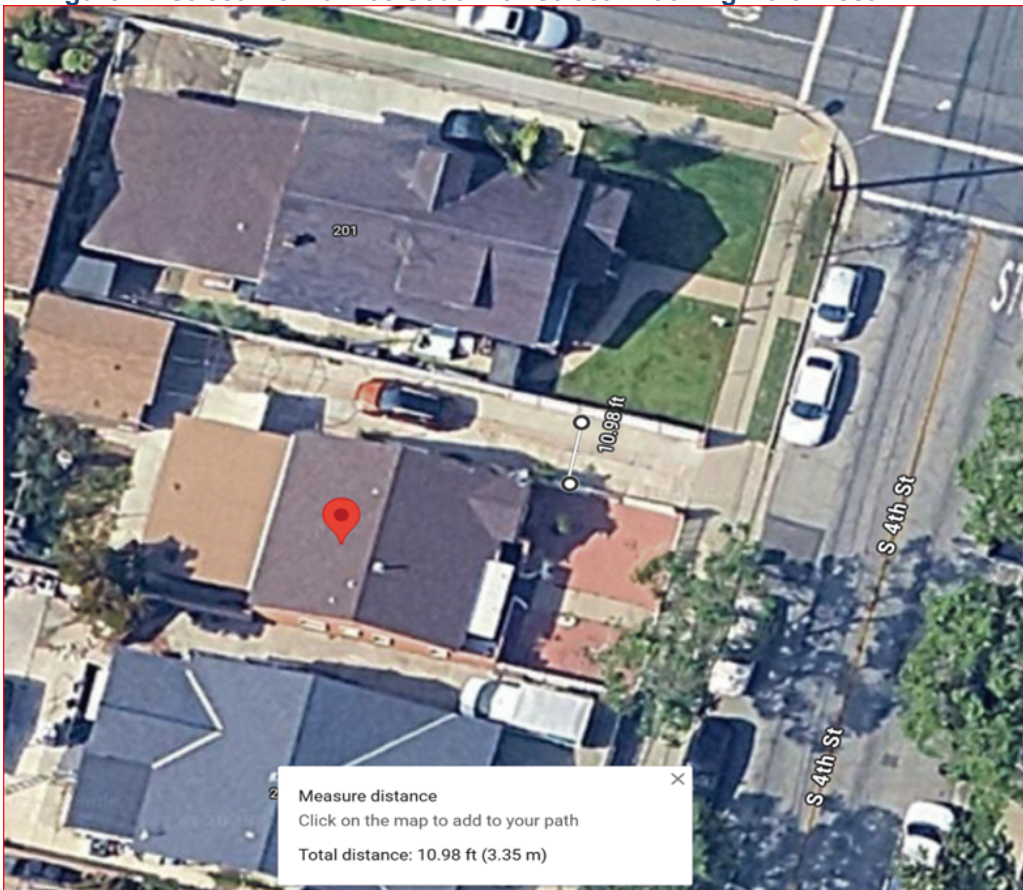


Figure 3 - Aerial View of 205 South 4th St. Showing Driveway Width of 10.98 Feet

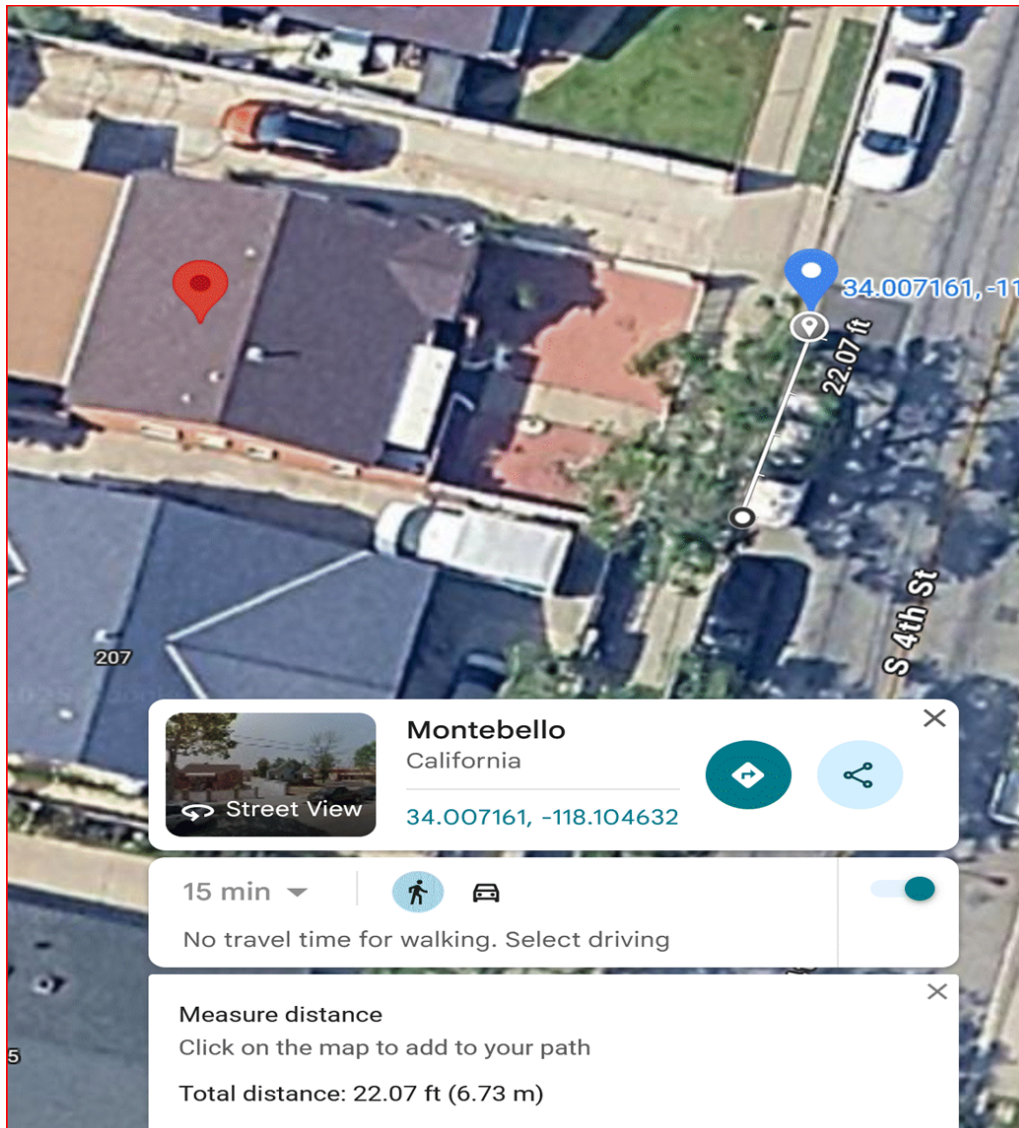


Figure 4 – Aerial View of 205 South 4th Street Showing Curb Frontage of 22 Feet

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 operational costs, 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 South 4th Street. The applicant is requesting a blue curb on South 4th Street. The applicant provided all necessary

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documentation, including the application fee, utility bill, disabled persons placard, and the requested form.

Figure 3 shows an aerial view of the residence and the driveway width of approximately 10.98 feet, which is less than 14 feet per city policy and the building code requirements. This location qualifies for a disabled blue curb disabled parking space and an ADA sign in front of their residence as shown in Figure 4, as the existing driveway is not wide enough.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the Traffic Engineer recommends that the Traffic and Safety Commission approve the city traffic engineers recommendation for approval of the installation of a disabled parking space of 22 feet and an ADA sign at 205 South 4th Street as shown in Figure 4.

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: 730 FRANKEL AVENUE BLUE CURB REMOVAL APPLICATION

DATE: September 29, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the removal of the Disabled Parking space and sign at 730 Frankel Avenue as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 730 Frankel 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 plate with adequate ID, as required by the California Vehicle Code.
3. Have no available off-street parking as defined by the following specifications:

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- 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.

EXISTING CONDITIONS:

Frankel Avenue is a residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 730 Frankel Avenue. The property 730 Frankel Avenue is zoned as multi-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.

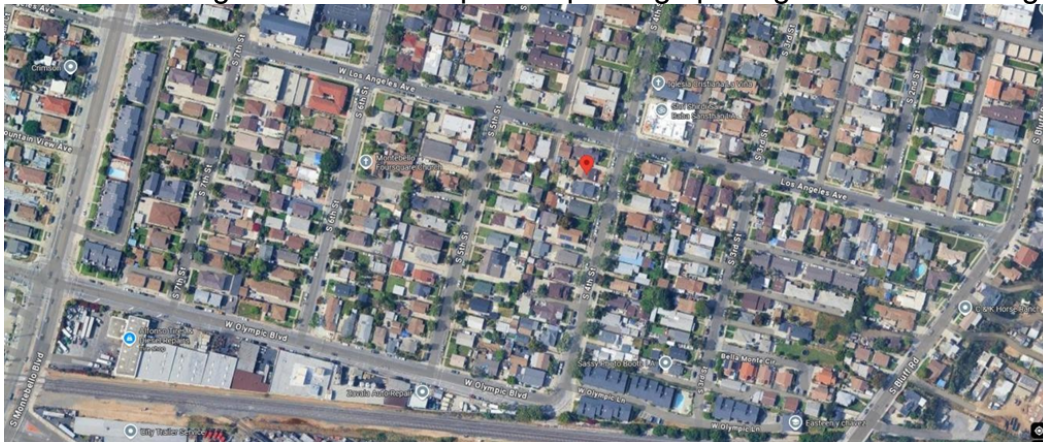


Figure 1 - Aerial View of 730 Frankel Avenue

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Figure 2 - Street View of 730 Frankel Avenue Looking Southeast

ANALYSIS:

In response to the request, staff reviewed the submitted application and documents. This is a multifamily property located at 730 Frankel 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.

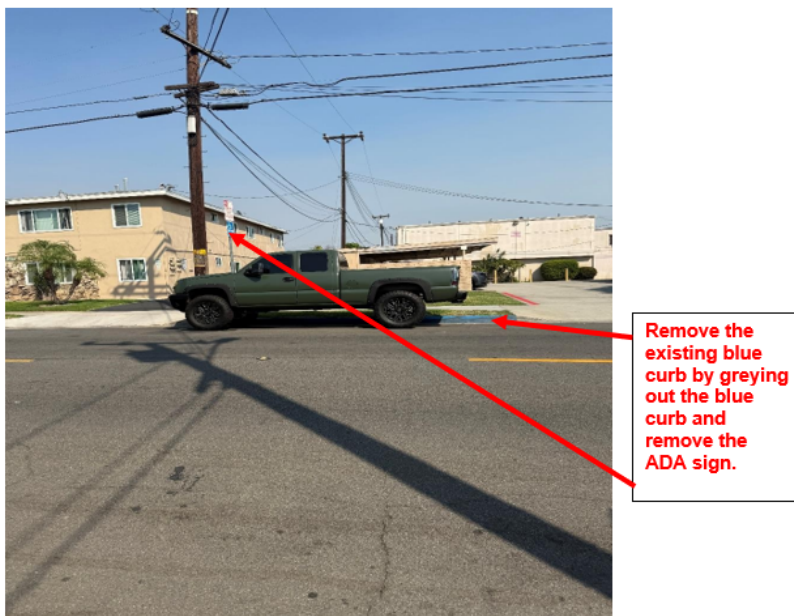


Figure 3 – Recommended Blue Curb Removal at 730 Frankel Avenue.

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ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the Traffic Engineer recommends the Traffic and Safety Commission approve the recommendation for removal of the disabled parking space at 730 Frankel Avenue shown in Figure 3.

ATTACHMENT(S)

None



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: 3125 VIA SAN DELARRO BLUE CURB REMOVAL APPLICATION

DATE: September 29, 2025

RECOMMENDATION(S):

It is recommended that the Traffic & Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the removal of Disabled Parking space and the sign at 3125 Via San Delarro as shown in Figure 3.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

A request has been received from a resident at 3125 Via San Delarro 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:

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF
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- 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 residents request a removal if a blue handicapped parking space is no longer needed in front of that person's residence.

EXISTING CONDITIONS:

Via San Delarro is a residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 3125 Via San Delarro. The property, 3125 Via San Delarro, 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.

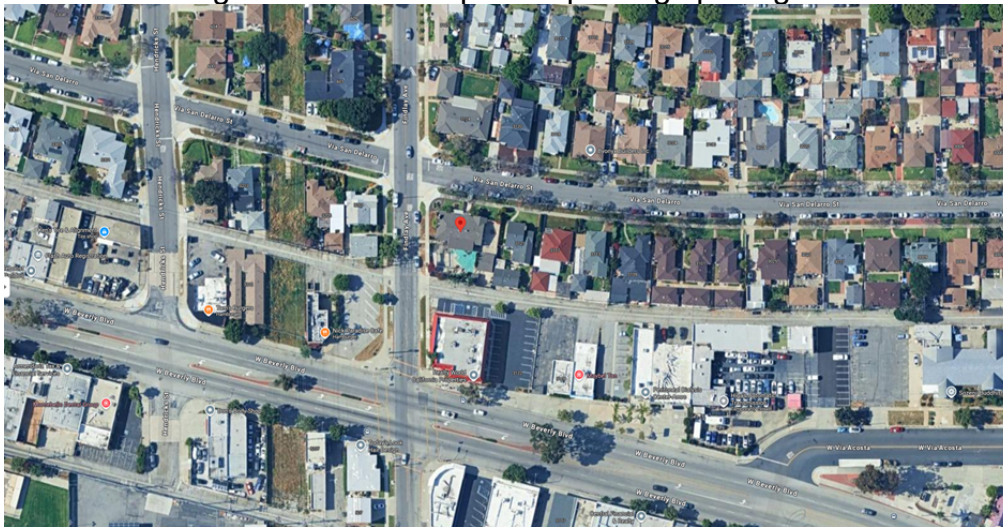


Figure 1 - Aerial View of 3125 Via San Delarro



Figure 2 - Street View of 3125 Via San Delarrio Looking South

ANALYSIS:

In response to the request, staff reviewed the submitted application and documents. This is a single-family property located on 3125 Via San Delarrio. The applicants contacted staff to request the removal of the blue curb due to low usage. After review, staff determined that the location qualifies for a blue curb removal.



Figure 3 – Recommended Blue Curb Removal at 3125 Via San Delarrio

ENVIRONMENTAL IMPACT:

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N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the Traffic Engineer recommends the Traffic and Safety Commission approve the request for removal of the disabled parking space and the ADA sign at 3125 Via San Delarrio shown in Figure 3.

ATTACHMENT(S)

None