



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, OCTOBER 27, 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 SEPTEMBER 29, 2025

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

1. Approve the Meeting Minutes as written.

REGULAR BUSINESS

2. REQUEST TO REMOVE “TOW AWAY – NO PARKING 7 P.M.–4 A.M. EXCEPT MONDAY, TUESDAY, WEDNESDAY AND THURSDAY” SIGNS ON WHITTIER BOULEVARD BETWEEN THE EAST AND WEST CITY LIMITS

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

1. Approve the Director of Public Works’ recommendation to remove the “Tow Away – No Parking 7 PM - 4 AM Except Monday, Tuesday, Wednesday and Thursday” signs on Whittier Boulevard between the East and West City limits.

3. ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF SOUTH 5TH STREET AND WEST LOS ANGELES AVENUE

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

1. Receive and file an all-way stop sign study for the intersection of South 5th Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineer’s recommendation to deny the request for an All-Way stop sign intersection at South 5th Street and West Los Angeles Avenue but install 20 linear feet of red curb on each intersection approach to comply with the Daylighting Law and refresh all the existing red curb marking at the intersection.

4. **SOUTH TAYLOR AVENUE AND BEACH STREET RED CURB INSTALLATION**

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

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 linear feet of red curb at the curb approaches on South Taylor Avenue and Beach Street.

5. **WEST MADISON AVENUE AND NORTH 4TH STREET RED CURB INSTALLATION**

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

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 linear feet of red curb at the curb approach on West Madison Avenue (SW corner of intersection) and North 4th Street.

COMMISSION/COMMITTEE ORALS

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

6. **COMMISSIONER HOLGUIN**

1. **Via San Delarro has become a route for drivers avoiding traffic on Beverly Boulevard, raising safety concerns due to increased speeding. With no existing traffic-calming measures, the street has seen multiple collisions with parked vehicles. Speed mitigation solutions, such as speed bumps, are urgently needed to improve safety for residents and pedestrians.**

7. **COMMISSIONER BEAS**

1. **Vehicles frequently speed near the intersection of West Whittier Boulevard and Greenwood Avenue, creating hazardous conditions for pedestrians attempting to cross the street.**

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on November 24, 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, October 23, 2025, at 5:00 p.m.

Daniel Gutierrez

Daniel Gutierrez, Assistant Engineer



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

MINUTES

MONDAY, SEPTEMBER 29, 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 6:03 p.m.

PLEDGE OF ALLEGIANCE

Chair Beas led the Commission in the pledge of allegiance.

ROLL CALL

Chair Beas, 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.

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.

Chair Beas, called one (1) member of the public wishing to address the Traffic and Safety Commission. The speaker was provided three minutes to speak before the Commission, but wished to wait after Commissioner Takeyama's commissioner-oral.

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.

Commissioner Takeyama made a motion to approve the minutes, seconded by Chair Beas. The motion passed with four votes in favor and one member absent.

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.

Traffic Engineer Dennis Barnes spoke about the background of the item. Recommended to receive and file, and approve the request for an all-way stop on West Harding Avenue and North Park Avenue.

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

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.

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

Chair Beas spoke about neighboring driveways being narrow and a blue curb in front of the residence is necessary for ingress and egress from a vehicle.

Commissioner Takeyama made a motion to approve the item, seconded by Commissioner Hernandez. The motion passed with four votes in favor and one member absent.

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.

Public Works Director Cesar Roldan spoke about the background of the item and recommended the removal of the blue curb.

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

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.

Public Works Director Cesar Roldan spoke about the background of the item and recommended the removal of the blue curb.

Chair Beas made a motion to approve the item, seconded by Commissioner Takeyama. The motion passed with four votes

in favor and one member absent.

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.**

Commissioner Takeyama spoke about the danger of "Whip-Its" containers that litter streets and the risk of vehicles being damaged, mainly observed in District 3, 4, and 5.

City Manager Raul Alvarez reassured the Commission that the City of Montebello is speaking with local smoke shops about the "Whip-it" containers.

The one (1) public speaker spoke about his experience with the "Whip-Its" containers in the given three minutes.

ADJOURNMENT

Chair Beas adjourned the meeting at 6:35 p.m.

The City of Montebello Traffic and Safety Commission adjourned 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.



Daniel Gutierrez, Assistant Engineer



ITEM # 2

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

TO: Honorable Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Cesar Roldan, Director of Public Works
SUBJECT: REQUEST TO REMOVE “TOW AWAY – NO PARKING 7 P.M.–4 A.M. EXCEPT MONDAY, TUESDAY, WEDNESDAY AND THURSDAY” SIGNS ON WHITTIER BOULEVARD BETWEEN THE EAST AND WEST CITY LIMITS
DATE: October 27, 2025

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Director of Public Works’ recommendation to remove the “Tow Away – No Parking 7 PM - 4 AM Except Monday, Tuesday, Wednesday and Thursday” signs on Whittier Boulevard between the East and West City limits.

FISCAL IMPACT:

There is no additional fiscal impact associated with the approval of this recommendation. If the traffic and safety commissioners approve this request, engineering personnel will generate a work order for Public Works Maintenance to remove the signs; the Public Works’ Maintenance Division has an approved fiscal budget, which necessitates the personnel, equipment and tools required to remove the signs.

BACKGROUND/DISCUSSION:

The Public Works Department received a request from a group of businesses within the downtown business corridor to remove the “Tow Away – No Parking 7:00 PM to 4:00 PM Except Monday, Tuesday, Wednesday, and Thursday” signs currently posted along Whittier Boulevard (Attachment A). The installation of "No Overnight Parking" signs along Whittier Boulevard and within the downtown business corridor was undertaken primarily to enhance public safety and security. These measures aim to ensure that parked

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF OCTOBER 27, 2025

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vehicles do not impede access for emergency responders to buildings and areas requiring immediate assistance. Furthermore, the signage serves to deter loitering and illicit activities in specific locations. However, several restaurants, food establishments, and other relevant businesses along Whittier Boulevard operate beyond 7:00 PM. Weekend business is particularly vital to the economic well-being of these establishments, as they provide employment opportunities for Montebello residents, generate local revenue, and foster community engagement. Parking remains a valuable resource in this area, serving both commercial needs and the residents who live north and south of Whittier Boulevard. Currently, a two-hour parking restriction is enforced from 7:00 AM to 6:00 PM (excluding Sundays), which supports the flow of commerce during standard business hours. Additionally, the installation of parking "Ts" markings in the downtown corridor is intended to prevent large commercial vehicles from occupying spaces designated for customer and resident use.

ANALYSIS:

The installation and placement of no-parking signs in California are governed by state regulations and local ordinances to ensure clarity and effectiveness. Local authorities install these signs, though must adhere to The California Manual on Uniform Traffic Control Devices (CA MUTCD) standards, promoting uniformity in driver expectations and behavior.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information and presented facts, the Director of Public Works recommends that the Traffic and Safety Commission approve the proposed removal of the 'Tow Away – No Parking 7:00 PM to 4:00 AM, except Monday, Tuesday, Wednesday, and Thursday' signage along Whittier Boulevard.

ATTACHMENT(S)

1. Attachment A - Letter Requesting Removal of Signs

NEXT STEPS:

9/30/2025

Cesar Roldan
Director of Public Works
City of Montebello
1600 W. Beverly Blvd.
Montebello, CA 90640

Dear Director Roldan,

I'm writing on behalf of downtown Montebello small businesses to respectfully request the removal of the "Tow Away – No Parking" signs that currently prohibit parking from **7:00 PM to 4:00 AM on Fridays, Saturdays, and Sundays** within the Downtown Montebello district off Whittier Blvd.

While many locals know that parking enforcement typically does not operate during these hours, **new visitors do not**, and the signage understandably deters them from parking on the street and patronizing our restaurants, bars, and retail shops. For a city actively working to strengthen its downtown, every available parking space during prime hours matters.

The last two years have been especially difficult for neighborhood hospitality and retail due to **inflation and housing cost increases, rising labor costs, the Film & TV labor strikes, the Los Angeles fires, and recent I.C.E. enforcement activity**; all of which have depressed consumer confidence, reduced foot traffic, and squeezed already thin margins. Weekend dinner service is the lifeblood of most independent operators here; confusing or intimidating parking rules during those hours undermine the city's own revitalization goals.

For these reasons we respectfully ask that the City of Montebello and its Traffic & Safety Commission to consider the immediate removal of "Tow Away – No Parking (Fri–Sun, 7 PM–4 AM)" signs throughout the Downtown Montebello district.

We appreciate your commitment to a vibrant, walkable downtown. Clarifying and right-sizing evening parking rules is a fast, high-impact lever the City can pull to support independent businesses, especially as we work to rebuild reliable nighttime foot traffic.

Thank you for your consideration..

Sincerely,



Barney Santos
CEO, Gentefy Inc. | BLVD MRKT | Alchemy Craft

Attachments: (A)





ITEM # 3

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

TO: Honorable 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 SOUTH 5TH STREET AND WEST LOS ANGELES AVENUE

DATE: October 27, 2025

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of South 5th Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineer's recommendation to deny the request for an All-Way stop sign intersection at South 5th Street and West Los Angeles Avenue but install 20 linear feet of red curb on each intersection approach to comply with the Daylighting Law and refresh all the existing red curb marking at the intersection.

FISCAL IMPACT:

The estimated cost for the recommended improvements is \$500. 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 South 5th Street and West Los Angeles Avenue, creating an all-way stop-controlled intersection. This request is attributed to the recent accident at the 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 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

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the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signal.
- 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; and
 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 Los Angeles Avenue is an east-west local residential street with a prima facie speed limit of 25 miles per hour (MPH) and has no stop signs installed at its intersection with South 5th Street. South 5th Street is a north-south two-lane residential street with stop signs which intersects with West Los Angeles Avenue. Figure 1 provides an aerial satellite view of the intersection while figures 2 and 3 illustrate the street view conditions looking from 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 three corners of the intersection of South 5th Street and West Los Angeles Avenue.

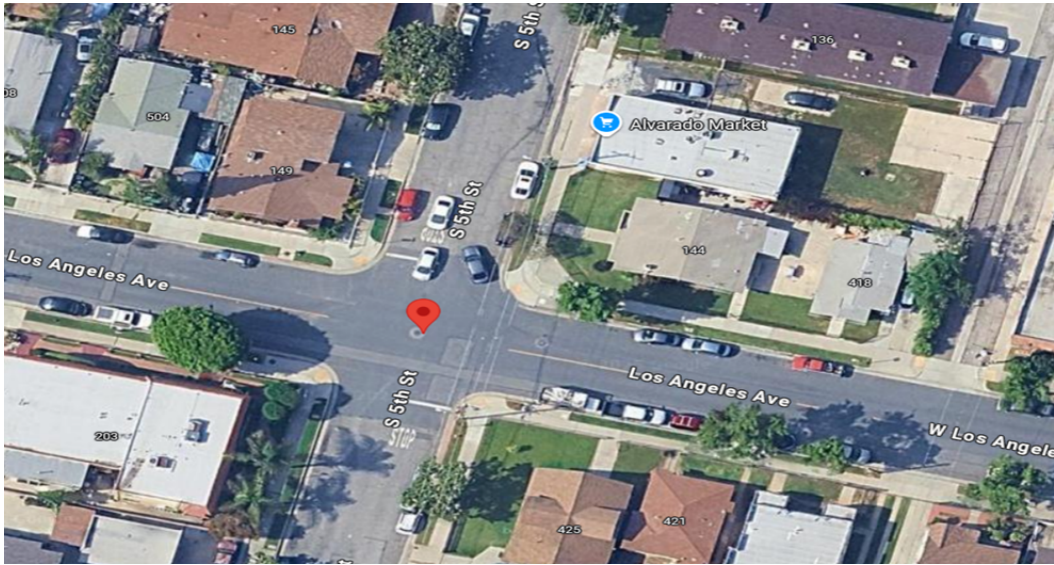


Figure 1 — Aerial View of S 5th Street and W Los Angeles Avenue



Figure 2 — Street View of S 5th Street & W Los Angeles Avenue Looking West



Figure 3 — Street View of W Los Angeles Avenue at S 5th Street Looking East



Figure 4 — Street View of S 5th Street and W Los Angeles Avenue Looking North



Figure 5 — Street View of S 5th Street and W Los Angeles Avenue Looking South

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ANALYSIS:

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

Average Daily Traffic (ADT): 24-hour approach traffic volume counts (ADT) were collected from Tuesday—Thursday, August 26, 2025, to August 28, 2025, at the intersection. The results of the new average daily traffic (ADT) volume counts show that West Los Angeles Avenue has an ADT of 1,460 vehicles west of South 5th Street and an ADT of 1,360 vehicles east of South 5th Street. The ADT on South 5th Street was recorded as 530 vehicles per day north of West Los Angeles Avenue and 430 south of Los Angeles Avenue. These traffic volumes do not meet the traffic volume warrants for an all-way stop sign as stated on page two of this report.

Pedestrians Using the Intersection: Included in the collection of traffic volume count data, pedestrians and bicycles were counted on each leg of the intersection in the morning from 7–9 am and 4–6 pm in the afternoon. The morning peak hours recorded a total of 33 pedestrians and 44 pedestrians were observed in the afternoon.

Collision Data: The most recent available citywide collision records were collected between March 01, 2022, to March 01, 2025, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. **The collision data revealed no prior injury accidents at the intersection in a three-year period.** The (SWITRS) record report is attached to this report.

Red Curb: Increasing the line of sight at intersections can improve the safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. **Based on these considerations, a red curb is recommended for installation on all approaches of this studied intersection.** There is an existing red curb in three of the intersection corners that needs to be refreshed by repainting and the addition of a new red curb in the southeast corner. Increasing the length of red curb to 20 feet on each approach will improve safety for all modes of travel at the intersection and comply with the new Daylighting law.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF OCTOBER 27, 2025

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Based on a review of available data information, presented facts, and a review of the accident history, the all-way stop sign warrant study concluded that the South 5th Street and West Los Angeles Avenue intersection **does not satisfy any of the required warrants to justify an All-Way Stop Sign Intersection by the installation of Stop signs on West Los Angeles Avenue at South 5th Street.**

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
2. Attachment B - Traffic Volume Count

NEXT STEPS:

Attachment A - SWITRS Query & Map

TIMS SWITRS Crash Summary & Map

September 18, 2025

Overview

This report was created with the help of The Transportation Injury Mapping System (TIMS). TIMS has been developed by UC Berkeley SafeTREC to provide quick, easy and free access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geo-coded by SafeTREC to make it easy to map crashes.

Date & Location

Date: 03/01/2022 - 03/01/2025
County: Los Angeles
City: Montebello



754 of 775 (97.3%) Crashes are geocoded and mapped.

CITY TRAFFIC COUNTERS WWW.CTCOUNTERS.COM

5th Street
N/O Los Angeles Avenue

Start Time	8/13/2025 Wed	South		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	4		
12:15		1	10		
12:30		1	8		
12:45		3	10	6	32
01:00		2	9		
01:15		0	7		
01:30		0	8		
01:45		1	16	3	40
02:00		0	4		
02:15		0	17		
02:30		0	7		
02:45		0	7	0	35
03:00		0	10		
03:15		0	11		
03:30		0	7		
03:45		0	15	0	43
04:00		0	15		
04:15		1	14		
04:30		1	16		
04:45		1	9	3	54
05:00		4	15		
05:15		0	18		
05:30		1	12		
05:45		2	12	7	57
06:00		2	15		
06:15		3	11		
06:30		4	10		
06:45		1	13	10	49
07:00		2	13		
07:15		5	5		
07:30		4	7		
07:45		6	6	17	31
08:00		4	2		
08:15		6	8		
08:30		8	13		
08:45		4	4	22	27
09:00		4	4		
09:15		7	7		
09:30		2	4		
09:45		4	3	17	18
10:00		4	5		
10:15		6	3		
10:30		3	6		
10:45		6	3	19	17
11:00		5	2		
11:15		3	1		
11:30		8	1		
11:45		6	1	22	5
Total		126	408		
Percent		23.6%	76.4%		
Grand Total		126	408		
Percent		23.6%	76.4%		

ADT

ADT 534

AA DT 534

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

5th Street
S/O Los Angeles Avenue

Start Time	8/13/2025 Wed	North		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	4		
12:15		1	7		
12:30		1	6		
12:45		0	4	2	21
01:00		1	5		
01:15		1	4		
01:30		0	8		
01:45		0	7	2	24
02:00		2	8		
02:15		1	7		
02:30		0	5		
02:45		0	4	3	24
03:00		0	8		
03:15		0	10		
03:30		0	11		
03:45		0	11	0	40
04:00		1	36		
04:15		0	34		
04:30		2	33		
04:45		0	28	3	131
05:00		1	9		
05:15		3	10		
05:30		2	11		
05:45		2	8	8	38
06:00		2	4		
06:15		4	8		
06:30		3	8		
06:45		3	1	12	21
07:00		7	8		
07:15		9	8		
07:30		9	2		
07:45		3	8	28	26
08:00		5	2		
08:15		3	1		
08:30		0	0		
08:45		8	2	16	5
09:00		6	1		
09:15		3	0		
09:30		4	4		
09:45		1	2	14	7
10:00		4	2		
10:15		3	1		
10:30		0	2		
10:45		3	1	10	6
11:00		0	1		
11:15		9	0		
11:30		6	0		
11:45		3	0	18	1
Total		116	344		
Percent		25.2%	74.8%		
Grand Total		116	344		
Percent		25.2%	74.8%		

ADT

ADT 460

AADT 460

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thStreet_LosAngelesAve
 Site Code : 00000000
 Start Date : 8/13/2025
 Page No : 1

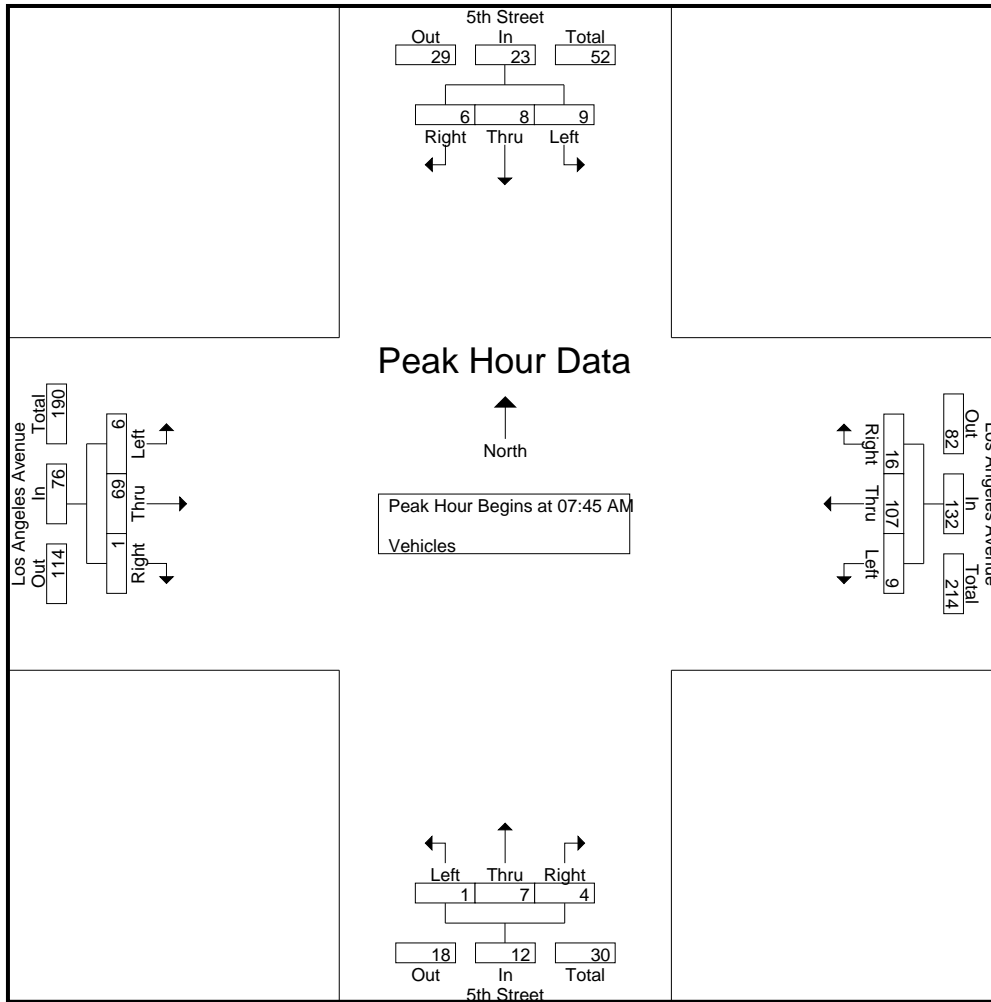
Groups Printed- Vehicles

Start Time	5th Street Southbound			Los Angeles Avenue Westbound			5th Street Northbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	1	0	0	17	1	0	3	3	2	7	0	35
07:15 AM	1	2	0	1	15	5	0	6	3	0	18	1	52
07:30 AM	2	2	0	0	19	1	2	2	1	2	10	0	41
07:45 AM	1	2	2	0	28	5	0	2	0	2	14	0	56
Total	5	7	2	1	79	12	2	13	7	6	49	1	184
08:00 AM	1	2	1	2	34	3	0	3	3	1	11	0	61
08:15 AM	4	3	0	5	26	3	1	1	1	2	21	1	68
08:30 AM	3	1	3	2	19	5	0	1	0	1	23	0	58
08:45 AM	2	3	1	1	18	4	1	7	0	1	12	1	51
Total	10	9	5	10	97	15	2	12	4	5	67	2	238
04:00 PM	4	7	4	3	14	6	2	7	29	2	38	2	118
04:15 PM	4	5	5	0	15	6	1	13	16	5	31	0	101
04:30 PM	7	5	4	1	15	5	0	8	23	8	48	0	124
04:45 PM	3	3	1	4	25	2	0	9	18	1	41	3	110
Total	18	20	14	8	69	19	3	37	86	16	158	5	453
05:00 PM	10	6	0	3	21	5	1	5	0	5	54	3	113
05:15 PM	10	3	5	2	12	3	0	8	2	1	31	3	80
05:30 PM	3	4	3	3	18	2	0	6	5	4	37	0	85
05:45 PM	6	3	2	3	12	7	0	6	0	2	27	2	70
Total	29	16	10	11	63	17	1	25	7	12	149	8	348
Grand Total	62	52	31	30	308	63	8	87	104	39	423	16	1223
Apprch %	42.8	35.9	21.4	7.5	76.8	15.7	4	43.7	52.3	8.2	88.5	3.3	
Total %	5.1	4.3	2.5	2.5	25.2	5.2	0.7	7.1	8.5	3.2	34.6	1.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thStreet_LosAngelesAve
 Site Code : 00000000
 Start Date : 8/13/2025
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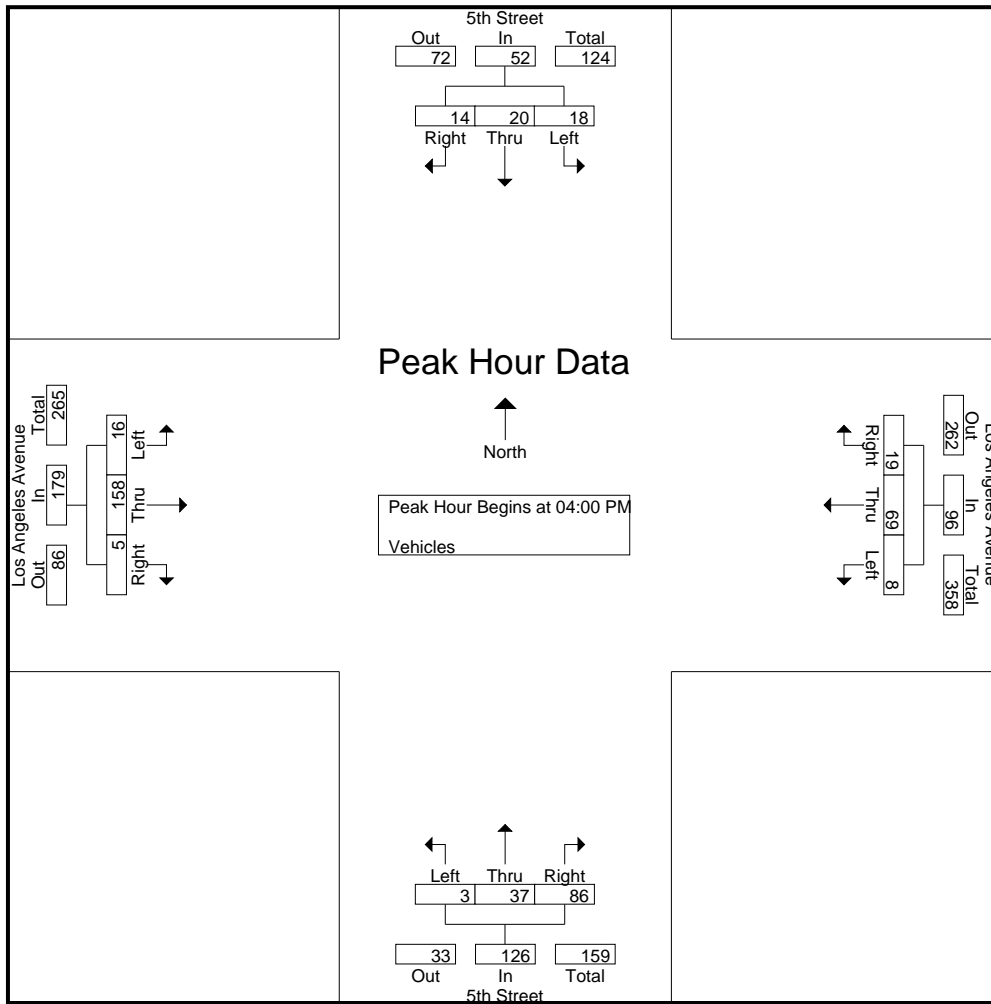
Start Time	5th Street Southbound				Los Angeles Avenue Westbound				5th Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	2	2	5	0	28	5	33	0	2	0	2	2	14	0	16	56
08:00 AM	1	2	1	4	2	34	3	39	0	3	3	6	1	11	0	12	61
08:15 AM	4	3	0	7	5	26	3	34	1	1	1	3	2	21	1	24	68
08:30 AM	3	1	3	7	2	19	5	26	0	1	0	1	1	23	0	24	58
Total Volume	9	8	6	23	9	107	16	132	1	7	4	12	6	69	1	76	243
% App. Total	39.1	34.8	26.1		6.8	81.1	12.1		8.3	58.3	33.3		7.9	90.8	1.3		
PHF	.563	.667	.500	.821	.450	.787	.800	.846	.250	.583	.333	.500	.750	.750	.250	.792	.893



CITY TRAFFIC COUNTERS
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File Name : 5thStreet_LosAngelesAve
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Start Time	5th Street Southbound				Los Angeles Avenue Westbound				5th Street Northbound				Los Angeles Avenue 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 12:15 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	7	4	15	3	14	6	23	2	7	29	38	2	38	2	42	118
04:15 PM	4	5	5	14	0	15	6	21	1	13	16	30	5	31	0	36	101
04:30 PM	7	5	4	16	1	15	5	21	0	8	23	31	8	48	0	56	124
04:45 PM	3	3	1	7	4	25	2	31	0	9	18	27	1	41	3	45	110
Total Volume	18	20	14	52	8	69	19	96	3	37	86	126	16	158	5	179	453
% App. Total	34.6	38.5	26.9		8.3	71.9	19.8		2.4	29.4	68.3		8.9	88.3	2.8		
PHF	.643	.714	.700	.813	.500	.690	.792	.774	.375	.712	.741	.829	.500	.823	.417	.799	.913



CITY TRAFFIC COUNTERS
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File Name : 5thStreet_LosAngelesAve_BP
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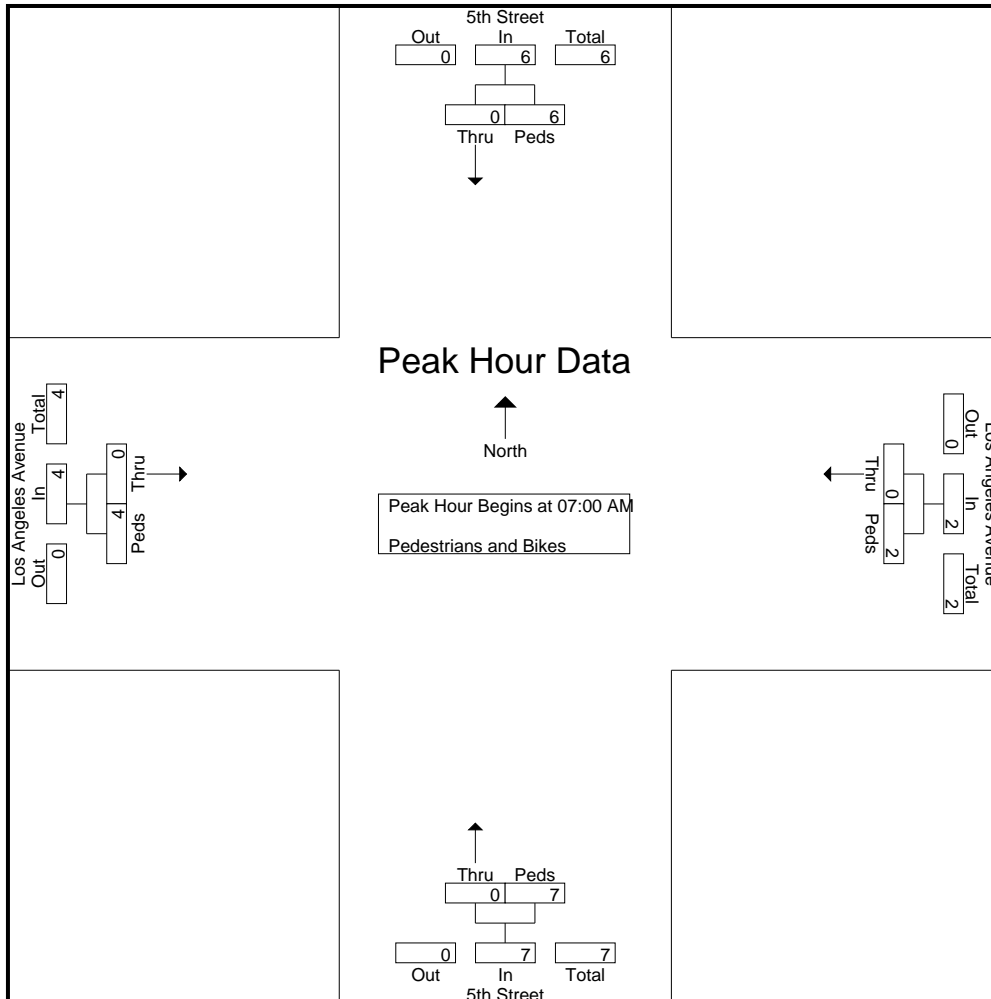
Groups Printed- Pedestrians and Bikes

Start Time	5th Street North Leg		Los Angeles Avenue East Leg		5th Street South Leg		Los Angeles Avenue West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	2	0	0	0	4	0	1	7
07:15 AM	0	3	0	1	0	2	0	1	7
07:30 AM	0	1	0	1	0	1	0	0	3
07:45 AM	0	0	0	0	0	0	0	2	2
Total	0	6	0	2	0	7	0	4	19
08:00 AM	0	1	0	0	0	3	0	0	4
08:15 AM	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	3	0	3	0	0	6
08:45 AM	0	0	0	0	0	2	0	1	3
Total	0	1	0	4	0	8	0	1	14
04:00 PM	0	1	0	1	0	3	0	0	5
04:15 PM	0	1	0	4	0	3	0	1	9
04:30 PM	0	1	0	2	0	0	0	0	3
04:45 PM	0	0	0	2	0	2	0	0	4
Total	0	3	0	9	0	8	0	1	21
05:00 PM	1	0	2	2	1	2	0	1	9
05:15 PM	0	3	1	2	0	0	0	0	6
05:30 PM	0	2	0	1	0	0	1	3	7
05:45 PM	0	0	0	0	0	1	0	0	1
Total	1	5	3	5	1	3	1	4	23
Grand Total	1	15	3	20	1	26	1	10	77
Apprch %	6.2	93.8	13	87	3.7	96.3	9.1	90.9	
Total %	1.3	19.5	3.9	26	1.3	33.8	1.3	13	

CITY TRAFFIC COUNTERS
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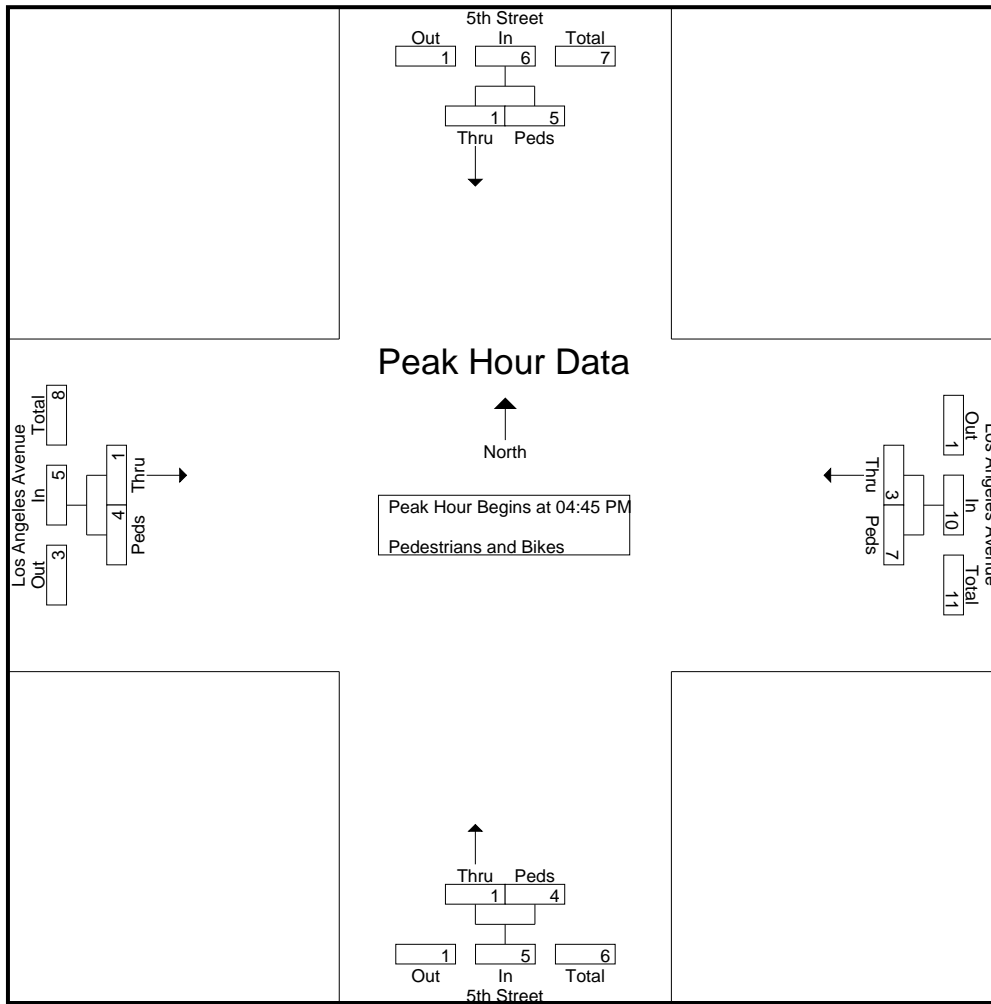
Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	2	2	0	0	0	0	4	4	0	1	1	7
07:15 AM	0	3	3	0	1	1	0	2	2	0	1	1	7
07:30 AM	0	1	1	0	1	1	0	1	1	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	6	6	0	2	2	0	7	7	0	4	4	19
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.500	.500	.000	.500	.500	.000	.438	.438	.000	.500	.500	.679



CITY TRAFFIC COUNTERS
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File Name : 5thStreet_LosAngelesAve_BP
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Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	0	0	2	2	0	2	2	0	0	0	4
05:00 PM	1	0	1	2	2	4	1	2	3	0	1	1	9
05:15 PM	0	3	3	1	2	3	0	0	0	0	0	0	6
05:30 PM	0	2	2	0	1	1	0	0	0	1	3	4	7
Total Volume	1	5	6	3	7	10	1	4	5	1	4	5	26
% App. Total	16.7	83.3		30	70		20	80		20	80		
PHF	.250	.417	.500	.375	.875	.625	.250	.500	.417	.250	.333	.313	.722



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

Los Angeles Avenue
E/O 5th Street

Start Time	8/13/2025 Wed	West		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		2	7		
12:15		3	24		
12:30		4	25		
12:45		2	27	11	83
01:00		1	21		
01:15		1	19		
01:30		1	24		
01:45		2	32	5	96
02:00		3	24		
02:15		0	18		
02:30		0	24		
02:45		2	16	5	82
03:00		0	23		
03:15		1	33		
03:30		0	24		
03:45		3	28	4	108
04:00		1	26		
04:15		1	21		
04:30		3	24		
04:45		3	32	8	103
05:00		4	30		
05:15		4	17		
05:30		3	24		
05:45		4	22	15	93
06:00		12	32		
06:15		9	14		
06:30		13	17		
06:45		9	28	43	91
07:00		18	18		
07:15		23	12		
07:30		24	15		
07:45		33	20	98	65
08:00		38	6		
08:15		31	23		
08:30		29	17		
08:45		22	9	120	55
09:00		20	13		
09:15		16	6		
09:30		14	19		
09:45		18	13	68	51
10:00		14	6		
10:15		14	6		
10:30		6	3		
10:45		14	8	48	23
11:00		15	7		
11:15		19	2		
11:30		11	3		
11:45		19	3	64	15
Total		489	865		
Percent		36.1%	63.9%		
Grand Total		489	865		
Percent		36.1%	63.9%		

ADT

ADT 1,354

AADT 1,354

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

Los Angeles Avenue
W/O 5th Street

Start Time	8/13/2025 Wed	East		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		5	22		
12:15		2	19		
12:30		0	18		
12:45		4	24	11	83
01:00		1	21		
01:15		2	22		
01:30		0	24		
01:45		3	23	6	90
02:00		1	24		
02:15		0	22		
02:30		3	20		
02:45		0	30	4	96
03:00		0	25		
03:15		0	26		
03:30		0	23		
03:45		1	39	1	113
04:00		1	39		
04:15		0	38		
04:30		1	57		
04:45		2	47	4	181
05:00		2	63		
05:15		2	36		
05:30		2	34		
05:45		7	30	13	163
06:00		5	36		
06:15		9	37		
06:30		6	26		
06:45		14	24	34	123
07:00		10	23		
07:15		19	26		
07:30		14	13		
07:45		17	14	60	76
08:00		12	20		
08:15		27	20		
08:30		24	13		
08:45		12	14	75	67
09:00		12	11		
09:15		15	12		
09:30		12	8		
09:45		10	10	49	41
10:00		10	8		
10:15		21	8		
10:30		22	5		
10:45		11	5	64	26
11:00		16	6		
11:15		17	4		
11:30		10	3		
11:45		12	5	55	18
Total		376	1077		
Percent		25.9%	74.1%		
Grand Total		376	1077		
Percent		25.9%	74.1%		

ADT

ADT 1,453

AADT 1,453

File Name: 5thStreet_LosAngelesAve

Site Code: 00000000

Start Date: 8/13/2025

Page No: 1

Groups Printed- Vehicles

Start Time	5th Street Southbound			Los Angeles Avenue Westbound			5th Street Northbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	1	1	0	0	17	1	0	3	3
7:15 AM	1	2	0	1	15	5	0	6	3
7:30 AM	2	2	0	0	19	1	2	2	1
7:45 AM	1	2	2	0	28	5	0	2	0
Total	5	7	2	1	79	12	2	13	7
8:00 AM	1	2	1	2	34	3	0	3	3
8:15 AM	4	3	0	5	26	3	1	1	1
8:30 AM	3	1	3	2	19	5	0	1	0
8:45 AM	2	3	1	1	18	4	1	7	0
Total	10	9	5	10	97	15	2	12	4
4:00 PM	4	7	4	3	14	6	2	7	29
4:15 PM	4	5	5	0	15	6	1	13	16
4:30 PM	7	5	4	1	15	5	0	8	23
4:45 PM	3	3	1	4	25	2	0	9	18
Total	18	20	14	8	69	19	3	37	86
5:00 PM	10	6	0	3	21	5	1	5	0
5:15 PM	10	3	5	2	12	3	0	8	2
5:30 PM	3	4	3	3	18	2	0	6	5
5:45 PM	6	3	2	3	12	7	0	6	0
Total	29	16	10	11	63	17	1	25	7
Grand Total	62	52	31	30	308	63	8	87	104
Apprch %	42.8	35.9	21.4	7.5	76.8	15.7	4	43.7	52.3
Total %	5.1	4.3	2.5	2.5	25.2	5.2	0.7	7.1	8.5

File Name: 5thStreet_LosAngelesAve
Site Code: 00000000
Start Date: 8/13/2025
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Start Time	5th Street Southbound				Los Angeles Avenue Westbound				Left
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

7:45 AM	1	2	2	5	0	28	5	33	0
8:00 AM	1	2	1	4	2	34	3	39	0
8:15 AM	4	3	0	7	5	26	3	34	1
8:30 AM	3	1	3	7	2	19	5	26	0
Total Volume	9	8	6	23	9	107	16	132	1
% App. Total	39.1	34.8	26.1		6.8	81.1	12.1		8.3
PHF	0.563	0.667	0.5	0.821	0.45	0.787	0.8	0.846	0.25

File Name: 5thStreet_LosAngelesAve
Site Code: 00000000
Start Date: 8/13/2025
Page No: 3

Start Time	5th Street Southbound				Los Angeles Avenue Westbound				Left
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

4:00 PM	4	7	4	15	3	14	6	23	2
4:15 PM	4	5	5	14	0	15	6	21	1
4:30 PM	7	5	4	16	1	15	5	21	0
4:45 PM	3	3	1	7	4	25	2	31	0
Total Volume	18	20	14	52	8	69	19	96	3
% App. Total	34.6	38.5	26.9		8.3	71.9	19.8		2.4
PHF	0.643	0.714	0.7	0.813	0.5	0.69	0.792	0.774	0.375

Los Angeles Avenue Eastbound			
Left	Thru	Right	Int. Total
2	7	0	35
0	18	1	52
2	10	0	41
2	14	0	56
6	49	1	184

1	11	0	61
2	21	1	68
1	23	0	58
1	12	1	51
5	67	2	238

2	38	2	118
5	31	0	101
8	48	0	124
1	41	3	110
16	158	5	453

5	54	3	113
1	31	3	80
4	37	0	85
2	27	2	70
12	149	8	348

39	423	16	1223
8.2	88.5	3.3	
3.2	34.6	1.3	

5th Street Northbound			Los Angeles Avenue Eastbound				Int. Total
Thru	Right	App. Total	Left	Thru	Right	App. Total	
2	0	2	2	14	0	16	56
3	3	6	1	11	0	12	61
1	1	3	2	21	1	24	68
1	0	1	1	23	0	24	58
7	4	12	6	69	1	76	243
58.3	33.3		7.9	90.8	1.3		
0.583	0.333	0.5	0.75	0.75	0.25	0.792	0.893

5th Street Northbound			Los Angeles Avenue Eastbound				Int. Total
Thru	Right	App. Total	Left	Thru	Right	App. Total	
7	29	38	2	38	2	42	118
13	16	30	5	31	0	36	101
8	23	31	8	48	0	56	124
9	18	27	1	41	3	45	110
37	86	126	16	158	5	179	453
29.4	68.3		8.9	88.3	2.8		
0.712	0.741	0.829	0.5	0.823	0.417	0.799	0.913

File Name: 5thStreet_LosAngelesAve_BP
 Site Code: 00000000
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Groups Printed- Pedestrians and Bikes

Start Time	5th Street North Leg		Los Angeles Avenue East Leg		5th Street South Leg		Los Angeles Avenue West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
7:00 AM	0	2	0	0	0	4	0	1	7
7:15 AM	0	3	0	1	0	2	0	1	7
7:30 AM	0	1	0	1	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	2	2
Total	0	6	0	2	0	7	0	4	19
8:00 AM	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	3	0	3	0	0	6
8:45 AM	0	0	0	0	0	2	0	1	3
Total	0	1	0	4	0	8	0	1	14
4:00 PM	0	1	0	1	0	3	0	0	5
4:15 PM	0	1	0	4	0	3	0	1	9
4:30 PM	0	1	0	2	0	0	0	0	3
4:45 PM	0	0	0	2	0	2	0	0	4
Total	0	3	0	9	0	8	0	1	21
5:00 PM	1	0	2	2	1	2	0	1	9
5:15 PM	0	3	1	2	0	0	0	0	6
5:30 PM	0	2	0	1	0	0	1	3	7
5:45 PM	0	0	0	0	0	1	0	0	1
Total	1	5	3	5	1	3	1	4	23
Grand Total	1	15	3	20	1	26	1	10	77
Apprch %	6.2	93.8	13	87	3.7	96.3	9.1	90.9	
Total %	1.3	19.5	3.9	26	1.3	33.8	1.3	13	

File Name: 5thStreet_LosAngelesAve_BP

Site Code: 00000000

Start Date: 8/13/2025

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Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg		
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total

Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

7:00 AM	0	2	2	0	0	0	0	4	4
7:15 AM	0	3	3	0	1	1	0	2	2
7:30 AM	0	1	1	0	1	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
Total Volume	0	6	6	0	2	2	0	7	7
% App. Total	0	100		0	100		0	100	
PHF	0	0.5	0.5	0	0.5	0.5	0	0.438	0.438

File Name: 5thStreet_LosAngelesAve_BP

Site Code: 00000000

Start Date: 8/13/2025

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Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg		
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total

Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

4:45 PM	0	0	0	0	2	2	0	2	2
5:00 PM	1	0	1	2	2	4	1	2	3
5:15 PM	0	3	3	1	2	3	0	0	0
5:30 PM	0	2	2	0	1	1	0	0	0
Total Volume	1	5	6	3	7	10	1	4	5
% App. Total	16.7	83.3		30	70		20	80	
PHF	0.25	0.417	0.5	0.375	0.875	0.625	0.25	0.5	0.417

Los Angeles Avenue West Leg			
Bikes	Peds	App. Total	Int. Total
0	1	1	7
0	1	1	7
0	0	0	3
0	2	2	2
0	4	4	19
0	100		
0	0.5	0.5	0.679

Los Angeles Avenue West Leg			
Bikes	Peds	App. Total	Int. Total
0	0	0	4
0	1	1	9
0	0	0	6
1	3	4	7
1	4	5	26
20	80		
0.25	0.333	0.313	0.722

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

8/13/2025 South			Hour Totals	
Wed	Morning	Afternoon	Morning	Afternoon
12:00		1	4	
12:15		1	10	
12:30		1	8	
12:45		3	10	6 32
01:00		2	9	
01:15		0	7	
01:30		0	8	
01:45		1	16	3 40
02:00		0	4	
02:15		0	17	
02:30		0	7	
02:45		0	7	0 35
03:00		0	10	
03:15		0	11	
03:30		0	7	
03:45		0	15	0 43
04:00		0	15	
04:15		1	14	
04:30		1	16	
04:45		1	9	3 54
05:00		4	15	
05:15		0	18	
05:30		1	12	
05:45		2	12	7 57
06:00		2	15	
06:15		3	11	
06:30		4	10	
06:45		1	13	10 49
07:00		2	13	
07:15		5	5	
07:30		4	7	
07:45		6	6	17 31
08:00		4	2	
08:15		6	8	
08:30		8	13	
08:45		4	4	22 27
09:00		4	4	
09:15		7	7	
09:30		2	4	
09:45		4	3	17 18
10:00		4	5	
10:15		6	3	
10:30		3	6	
10:45		6	3	19 17
11:00		5	2	

11:15	3	1		
11:30	8	1		
11:45	6	1	22	5
Total	126	408		
Percent	23.6%	76.4%		
Grand Total	126	408		
Percent	23.6%	76.4%		

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

	8/13/2025 North		Hour Totals		
	Wed	Morning	Afternoon	Morning	Afternoon
12:00		0	4		
12:15		1	7		
12:30		1	6		
12:45		0	4	2	21
01:00		1	5		
01:15		1	4		
01:30		0	8		
01:45		0	7	2	24
02:00		2	8		
02:15		1	7		
02:30		0	5		
02:45		0	4	3	24
03:00		0	8		
03:15		0	10		
03:30		0	11		
03:45		0	11	0	40
04:00		1	36		
04:15		0	34		
04:30		2	33		
04:45		0	28	3	131
05:00		1	9		
05:15		3	10		
05:30		2	11		
05:45		2	8	8	38
06:00		2	4		
06:15		4	8		
06:30		3	8		
06:45		3	1	12	21
07:00		7	8		
07:15		9	8		
07:30		9	2		
07:45		3	8	28	26
08:00		5	2		
08:15		3	1		
08:30		0	0		
08:45		8	2	16	5
09:00		6	1		
09:15		3	0		
09:30		4	4		
09:45		1	2	14	7
10:00		4	2		
10:15		3	1		
10:30		0	2		
10:45		3	1	10	6
11:00		0	1		

11:15	9	0		
11:30	6	0		
11:45	3	0	18	1
Total	116	344		
Percent	25.2%	74.8%		
Grand Total	116	344		
Percent	25.2%	74.8%		

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

8/13/2025 East			Hour Totals	
Wed	Morning	Afternoon	Morning	Afternoon
12:00		5	22	
12:15		2	19	
12:30		0	18	
12:45		4	24	11 83
01:00		1	21	
01:15		2	22	
01:30		0	24	
01:45		3	23	6 90
02:00		1	24	
02:15		0	22	
02:30		3	20	
02:45		0	30	4 96
03:00		0	25	
03:15		0	26	
03:30		0	23	
03:45		1	39	1 113
04:00		1	39	
04:15		0	38	
04:30		1	57	
04:45		2	47	4 181
05:00		2	63	
05:15		2	36	
05:30		2	34	
05:45		7	30	13 163
06:00		5	36	
06:15		9	37	
06:30		6	26	
06:45		14	24	34 123
07:00		10	23	
07:15		19	26	
07:30		14	13	
07:45		17	14	60 76
08:00		12	20	
08:15		27	20	
08:30		24	13	
08:45		12	14	75 67
09:00		12	11	
09:15		15	12	
09:30		12	8	
09:45		10	10	49 41
10:00		10	8	
10:15		21	8	
10:30		22	5	
10:45		11	5	64 26
11:00		16	6	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

8/13/2025 West			Hour Totals	
Wed	Morning	Afternoon	Morning	Afternoon
12:00		2	7	
12:15		3	24	
12:30		4	25	
12:45		2	27	11 83
01:00		1	21	
01:15		1	19	
01:30		1	24	
01:45		2	32	5 96
02:00		3	24	
02:15		0	18	
02:30		0	24	
02:45		2	16	5 82
03:00		0	23	
03:15		1	33	
03:30		0	24	
03:45		3	28	4 108
04:00		1	26	
04:15		1	21	
04:30		3	24	
04:45		3	32	8 103
05:00		4	30	
05:15		4	17	
05:30		3	24	
05:45		4	22	15 93
06:00		12	32	
06:15		9	14	
06:30		13	17	
06:45		9	28	43 91
07:00		18	18	
07:15		23	12	
07:30		24	15	
07:45		33	20	98 65
08:00		38	6	
08:15		31	23	
08:30		29	17	
08:45		22	9	120 55
09:00		20	13	
09:15		16	6	
09:30		14	19	
09:45		18	13	68 51
10:00		14	6	
10:15		14	6	
10:30		6	3	
10:45		14	8	48 23
11:00		15	7	

11:15	19	2		
11:30	11	3		
11:45	19	3	64	15
Total	489	865		
Percent	36.1%	63.9%		
Grand Total	489	865		
Percent	36.1%	63.9%		



ITEM # 4

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

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes
Traffic Engineer

**SUBJECT: SOUTH TAYLOR AVENUE AND BEACH STREET RED CURB
INSTALLATION**

DATE: October 27, 2025

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 linear feet of red curb at the curb approaches on South Taylor Avenue and Beach Street.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

The Public Works Department received a request from a resident for red curb installation at South Taylor Avenue and Beach Street.

Red curbs and curb extensions must follow California's Daylight Law (AB 413). The law prohibits stopping, standing, or parking a vehicle within 20 feet of any marked or unmarked crosswalk. If a curb extension is present, the prohibition is reduced to 15 feet. This law applies statewide, regardless of whether there is red curb or "no parking" signs present. This law was put into effect to help improve visibility at intersections and increase pedestrian safety to help reduce accidents. Curb Markings rules are outlined in the MUTCD (Manual on Uniform Traffic Control Devices). The current version is Revision 9 of the 2014 Edition. According to MUTCD Section 3B.23 Curb Markings, red curb markings indicate "no stopping, standing, or parking" zones, whether the vehicle is

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attended or unattended. Red curbs may also be used in conjunction with appropriate signs to designate "no stopping" or "no standing."

A. The director of public works is authorized, subject to the provisions and limitations of this title and the traffic and safety commission, to place, and when required herein shall place, the following curb markings to indicate parking or standing regulations, and the curb markings shall have the meanings as herein set forth:

1. Red and/or no parking signs shall mean no stopping, standing or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone marked or signed as a bus zone.

EXISTING CONDITIONS:

South Taylor Avenue and Beach Street are local residential streets with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of the intersection at South Taylor Avenue and Beach Street. Figure 2 shows a street view of Beach Street looking at South Taylor Avenue while Figure 3 shows street views of South Taylor Avenue looking at Beach Street.



Figure 1 – Aerial View of S Taylor Avenue and Beach Street



Figure 2 – Street View of Beach Street Looking at S Taylor Avenue

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Figure 3 – View of S Taylor Avenue Looking at Beach Street

ANALYSIS:

Staff reviewed the request to add a red curb at the intersection of South Taylor Avenue and Beach Avenue. The Daylight Law requires 20 feet of no stopping, standing, or parking a vehicle within any marked or unmarked crosswalk, or 15 feet of any crosswalk where a curb extension is present. Increasing the line of sight at intersections can improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where 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 considerations, a red curb should be installed on all approaches to the studied intersection. The recommended 20 linear feet of red curb installation will improve safety for all modes of travel at the intersection and prevent vehicle parking and blocking access to the residential driveway.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review by staff, the city traffic engineer recommends that the Traffic and Safety Commission approve the installation of 20 feet of red curbing at 757 Taylor Avenue to enhance safety and comply with the new daylighting law as shown in Figure 4.

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Figure 4 – Recommended 20 linear feet of red curb at 757 Taylor Avenue

LEGAL REQUIREMENT:

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

ATTACHMENT(S)

None

NEXT STEPS:



ITEM # 5

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

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Banes
Traffic Engineer

**SUBJECT: WEST MADISON AVENUE AND NORTH 4TH STREET RED CURB
INSTALLATION**

DATE: October 27, 2025

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 linear feet of red curb at the curb approach on West Madison Avenue (SW corner of intersection) and North 4th Street.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

The Public Works Department received a request from a resident for red curb installation at West Madison Avenue and North 4th Street.

Red curbs and curb extensions must follow California's Daylight Law (AB 413). The law prohibits stopping, standing, or parking a vehicle within 20 feet of any marked or unmarked crosswalk. If a curb extension is present, the prohibition is reduced to 15 feet. This law applies statewide, regardless of whether there is red curb or "no parking" signs present. This law was put into effect to help improve visibility at intersections and increase pedestrian safety to help reduce accidents. Curb Markings rules are outlined in the MUTCD (Manual on Uniform Traffic Control Devices). The current version is Revision 9 of the 2014 Edition. According to MUTCD Section 3B.23 Curb Markings, red curb markings indicate "no stopping, standing, or parking" zones, whether the vehicle is

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attended or unattended. Red curbs may also be used in conjunction with appropriate signs to designate "no stopping" or "no standing."

A. The director of public works is authorized, subject to the provisions and limitations of this title and the traffic and safety commission, to place, and when required herein shall place, the following curb markings to indicate parking or standing regulations, and the curb markings shall have the meanings as herein set forth:

1. Red and/or no parking signs shall mean no stopping, standing or parking at any time except as permitted by the Vehicle Code, and except that a bus may stop in a red zone marked or signed as a bus zone.

EXISTING CONDITIONS:

West Madison Avenue and North 4th Street are local residential streets with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of the intersection at West Madison Avenue and North 4th Street. Figure 2 shows an eastern street view of West Madison Avenue and North 4th Street, while Figure 3 shows a western street view of West Madison Avenue and North 4th Street. Figures 4 and 5 shows street views from the southern and northern approaches of North 4th Street looking at West Madison Avenue.



Figure 1 – Aerial View of W Madison Avenue and N 4th Street



Figure 2 – Eastern View on W Madison Avenue Looking at N 4th Street



Figure 3 – Western View of W Madison Avenue Looking at N 4th Street



Figure 4 – Southern View of N 4th Street Looking at W Madison Avenue

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Figure 5 – Northern View of N 4th Street Looking at W Madison Avenue

ANALYSIS:

Staff has reviewed the request to add a red curb at the intersection of West Madison Avenue and North 4th Street. The Daylight Law requires 20 feet of no stopping, standing, or parking a vehicle within any marked or unmarked crosswalk, or 15 feet of any crosswalk where a curb extension is present. Increasing the line of sight at intersections will improve safety for all modes of travel. This includes pedestrians (the most vulnerable users of the roadway), bicyclists, and motorists. Parked vehicles near the intersection may create a situation where crossing pedestrians enter the roadway without having a clear line of sight of oncoming cars. Also, motorists approaching a pedestrian crossing point must have adequate sight distance to observe pedestrians crossing an intersection to safely stop. Based on these considerations, a red curb should be installed on all approaches to the studied intersection. The recommended 20 feet of red curb installation will improve safety for all modes of travel at the intersection and prevent vehicle parking and blocking access to the residential driveway.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review by staff, the Traffic Engineer recommends that the Traffic and Safety Commission approve the addition of 20 linear feet of red curbing on the Western side of West Madison Avenue (SW corner) and North 4th Street to enhance safety and comply with the new Daylighting law as shown in Figure 6.



Figure 6 – Recommended 20 feet of red curb in SW corner of W Madison Avenue & 4th Street

LEGAL REQUIREMENT:

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

ATTACHMENT(S)

None

NEXT STEPS: