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**TRAFFIC AND SAFETY COMMISSION  
MEETING AGENDA**

**MONDAY, APRIL 27, 2026 AT 6:00 PM**

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

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**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  
TREVOR MORGAN, TRAFFIC SERGEANT  
CESAR ROLDAN, DIRECTOR OF PUBLIC WORKS  
JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT  
MATTHEW RAMOS, ASSISTANT DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT  
DENNIS D. BARNES, TRAFFIC ENGINEER  
DANIEL GUTIERREZ, ASSISTANT ENGINEER**

**NOTICES**

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

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

**PUBLIC COMMENTS:**

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

**RULES OF DECORUM:**

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

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

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

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**CORRECTIONS TO THE AGENDA**

**PUBLIC COMMENTS (30 MINUTES)**

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

**MINUTES**

**1. APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF FEBRUARY 23, 2026**

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

1. Approve the Meeting Minutes as written.

**REGULAR BUSINESS**

**2. EXISTING NO U-TURN MOVEMENTS AT SIX SIGNALIZED INTERSECTIONS ON NORTH MONTEBELLO BOULEVARD**

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

1. Receive and file this evaluation study for six signalized intersections on North Montebello Boulevard and the existing No U-Turn movements at each of the six signalized intersections; and
2. Approve the City Traffic Engineer’s recommendations to remove any existing No U-Turn signs at each of the six intersections listed on page 2 of this report and install a special No U-Turn sign for trucks on each available mast arm, median island and/or signal pole as appropriate for the northbound and southbound left-turn pockets on North Montebello Boulevard at the six identified intersections listed on page 3 of this report

**3. REMOVAL OF RED CURB FOR THE ADDITION OF THREE PARKING SPACES ON THE EAST-SIDE OF NORTH MONTEBELLO BOULEVARD BETWEEN WEST BEVERLY BOULEVARD AND WEST VICTORIA AVENUE, AND THE ADDITION OF RED CURB ON THE SOUTHEAST CORNER OF NORTH MONTEBELLO BOULEVARD AND LINCOLN AVENUE**

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

1. Approve the removal of red curb to create three parking spaces on the east-side of North Montebello Boulevard between West Beverly Boulevard and West Victoria Avenue; and
2. Approve the replacement of green curb with red curb on the east-side of North Montebello Boulevard, south of Lincoln Avenue in front of the Montebello Transit bus stop.

**4. STOP SIGN STUDY AT THE INTERSECTION OF NORTH 7TH STREET AND WEST CLEVELAND 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 North 7th Street and West Cleveland Avenue; and
2. Approve the City Traffic Engineer's recommendations to deny the request for a stop sign installation at the intersection of North 7th Street and West Cleveland Avenue.

**5. 1024 SOUTH 4TH STREET BLUE CURB APPLICATION**

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

1. Approve the request for the installation of 18 feet of blue curb for the disabled parking space at 1024 South 4th Street.

**COMMISSION/COMMITTEE ORALS**

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

**6. Vice-Chair Knox**

1. **Areas where there are no wheelchair access and no stop signs.**

**Wheelchair accessible sidewalks:**

- Westmoreland Dr / Brighton Way
- Westmoreland Dr / Bolker Way
- Brighton Way and Bolker Way

**No Stop signs:**

- Westmoreland Dr / Maple Ave
- Westmoreland Dr / N.16th St
- Westmoreland Dr / Perry Ave
- Westmoreland Dr / Gardener Dr
- Westmoreland Dr / Malone Dr
- Westmoreland Dr / Coffman Dr
- Westmoreland Dr / N. 21st St
- Germain Dr / N.16th St
- Germain Dr / Marconi St
- Germain Dr / Perry Ave
- Merle Dr / Gardener Dr
- Merle Dr / Malone Dr
- Merle Dr / N. 21st St

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**DISCUSSION**

7. **TRAFFIC AND SAFETY COMMISSION REORGANIZATION**

8. **VOTE TO POSTPONE OR CANCEL MAY 25, 2026, TRAFFIC AND SAFETY COMMISSION MEETING**

**ADJOURNMENT**

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on May 27, 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, April 23, 2026, at 5:00 p.m.

*Daniel Gutierrez*

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Daniel Gutierrez, Assistant Engineer

**AMENDED**



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**CITY OF MONTEBELLO  
TRAFFIC AND SAFETY COMMISSION**

**REGULAR MEETING AGENDA**

**MINUTES**

**MONDAY, FEBRUARY 23, 2026 AT 6:00 PM**

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

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**CALL TO ORDER**

*Chair Beas called to order at 6:00 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.  
Vice-Chair Knox was absent.*

**CORRECTIONS TO THE AGENDA**

*Chair Beas asked if there were any corrections to the agenda.  
Commission Liaison, Daniel Gutierrez, 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 asked if there were any public speakers.  
 Commission Liaison, Daniel Gutierrez, stated that there were no public speakers.

**MINUTES**

**1. APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF JANUARY 23, 2026**

**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 Commissioner Holguin. The motion was approved by the following vote:

<b>MOVED:</b> Takeyama	<b>SECONDED:</b> Holguin	<b>APPROVED:</b> 4-0-0-1
<b>AYES:</b> Takeyama, Hernandez, Holguin, Beas		
<b>NOES:</b> None		
<b>ABSTAIN:</b> None		
<b>ABSENT:</b> Knox		

**REGULAR BUSINESS**

**2. TRUCK ROUTES**

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

1. Approve or deny the recommendation to update the City of Montebello’s Municipal Code Section 10.28.020 Truck Routes based on a traffic analysis to be performed at a later date and presented at a future Traffic and Safety Commission meeting for consideration.

Public Works Director Cesar Roldan spoke about updating Municipal Code Section 10.28.020 Truck Routes due to concerns about oversize trucks navigating through residential streets and a request for a future analysis be created to help update the Municipal Code Truck Route.

Chief of Police Luis Lopez explained the enforcement that the Police are doing regarding these oversize trucks. Chief Lopez explained that drivers often blame GPS navigation or unknown knowledge of allowable truck routes.

Commissioner Takeyama made a motion to approve the minutes, seconded by Chair Beas. The motion was approved by

the following vote:

<b>MOVED: Takeyama</b>	<b>SECONDED: Beas</b>	<b>APPROVED: 4-0-0-1</b>
<b>AYES: Takeyama, Hernandez, Holguin, Beas</b>		
<b>NOES: None</b>		
<b>ABSTAIN: None</b>		
<b>ABSENT: Knox</b>		

**COMMISSION/COMMITTEE ORALS**

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

**3. Commissioner Holguin**

1. **A traffic safety study is being requested for Rio Del Sol Avenue due to concerns regarding vehicle speeds and intersection safety. The roadway’s length encourages speeding, the intersection at Rancho Drive lacks a stop sign, and a sharp curve north of Rio Del Sol Avenue creates limited visibility for approaching traffic. Given the street’s proximity to Grant Rea Park and frequent pedestrian activity, including children, consideration for a study of traffic-calming measures such as speed humps or a stop sign is respectfully requested.**

*Commissioner Holguin requested a stop sign, speed bumps, and a centerline on Rio Del Sol. Stating that high speed traffic passes through the area and the people visiting Grant Rea Park are at high risk of being injured by vehicles due to the missing requested items.*

**ADJOURNMENT**

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on March 30, 2026, 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, February 19, 2026, at 5:00 p.m.



\_\_\_\_\_  
Daniel Gutierrez, Assistant Engineer

*Chair Beas adjourned the meeting at 6:25 p.m.*

**THE MINUTES OF FEBRUARY 23, 2026, ARE HEREBY APPROVED AND ADOPTED ON THIS 27TH DAY OF APRIL 2026.**



**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:** Dennis Barnes  
Traffic Engineer

**SUBJECT: EXISTING NO U-TURN MOVEMENTS AT SIX SIGNALIZED  
INTERSECTIONS ON NORTH MONTEBELLO BOULEVARD**

**DATE:** April 27, 2026

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**RECOMMENDATION(S):**

It is recommended that the Traffic and Safety Commission:

1. Receive and file this evaluation study for six signalized intersections on North Montebello Boulevard and the existing No U-Turn movements at each of the six signalized intersections; and
2. Approve the City Traffic Engineer's recommendations to remove any existing No U-Turn signs at each of the six intersections listed on page 2 of this report and install a special No U-Turn sign for trucks on each available mast arm, median island and/or signal pole as appropriate for the northbound and southbound left-turn pockets on North Montebello Boulevard at the six identified intersections listed on page 3 of this report

**FISCAL IMPACT:**

The estimated cost for sixteen (16) custom R3-4 signs is \$7,200. There are adequate funds in the Public Works street maintenance budget.

**BACKGROUND/DISCUSSION:**

The Public Works Department received complaints from some of the business owners on North Montebello Boulevard who attended recent city council meetings and complained that the new center median extension along North Montebello Boulevard, (starting at

# TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27, 2026

Page 2 of 8

West Beverly Boulevard and continuing North to Lincoln Avenue), has impacted their businesses because customers cannot make a left-turn into their businesses. A suggestion made by the business owners that allowing U-Turns at the signalized intersections on North Montebello Boulevard would help in addressing the issues of the existing median islands and assist in providing access to their businesses.

The purpose of this study is to evaluate the existing No-U-Turn movements at each of six signalized intersections along North Montebello Boulevard for passenger cars and small delivery trucks to determine if U-Turn movements can be allowed or prohibited.

## **EXISTING CONDITIONS:**

A review of the existing signalized intersections on North Montebello Boulevard from West Whittier Boulevard to Lincoln Avenue identified six signalized intersections with existing No U-Turn movements for the northbound and southbound left-turn pockets at each of the signalized intersections.

Figure 1 provides an aerial view of the study area and the six identified study intersections with a red circle. While Figures 2–7 illustrate the street view conditions of the six study intersections.

The list of the six identified study intersections shown in Figure 1 with a red circle are as follows:

1. N. Montebello Boulevard at W. Whittier Boulevard
2. N. Montebello Boulevard at W. Cleveland Avenue
3. N. Montebello Boulevard at W. Madison Avenue
4. N. Montebello Boulevard at W. Beverly Boulevard
5. N. Montebello Boulevard at W. Victoria Avenue
6. N. Montebello Boulevard at Lincoln Avenue

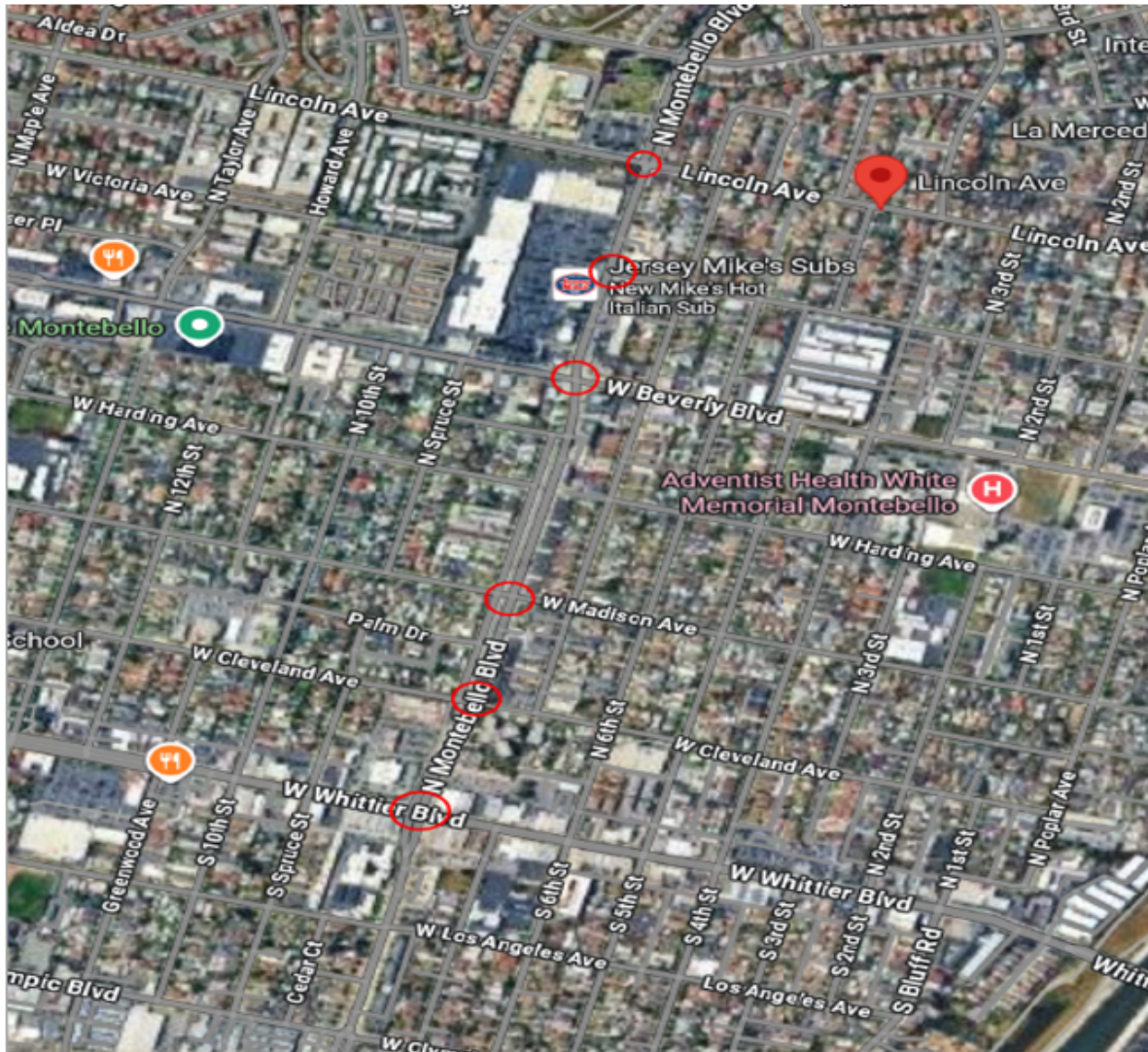


Figure 1 - Aerial View of Montebello Boulevard Study Area



**Figure 2 - Street View of S Montebello Boulevard at Whittier Boulevard**



**Figure 3 - Street View of S Montebello Boulevard at Cleveland Avenue**



**Figure 4 - Street View of N Montebello Boulevard at Madison Avenue**



Figure 5 - Street View of N Montebello Boulevard at Beverly Boulevard



Figure 6 - Street View of N Montebello Boulevard at Victoria Avenue



**Figure 7 - Street View of N Montebello Boulevard at Lincoln Avenue**

**ANALYSIS:**

A vehicle tracking analysis was performed at each of the six identified intersections using a passenger car and a WB-40 truck to determine if a U-turn movement could be allowed at each signalized intersection. Attachment B provides the vehicle profile of the WB-40 truck used in the vehicle tracking analysis.

**ENVIRONMENTAL IMPACT:**

N/A

**CONCLUSION:**

Based on a review of available information, presented facts, vehicle tracking analyses and field reviews, the City Traffic Engineer recommends that the Traffic and Safety Commission approve the City Traffic Engineer's recommendation to install custom R3-4 No U-Turn signs at each of the six signalized intersections listed on page two of this report.

**ATTACHMENT(S)**

1. Attachment A - Vehicle Tracking Analyses for six intersections
2. Attachment B – Truck Design Vehicle Profile Used in Vehicle Tracking Analysis
3. Attachment C – Montebello Boulevard Bike Lane Plans
4. Attachment D – Pictures of Each Signalized Intersection from a Passenger Veh

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27,  
2026**

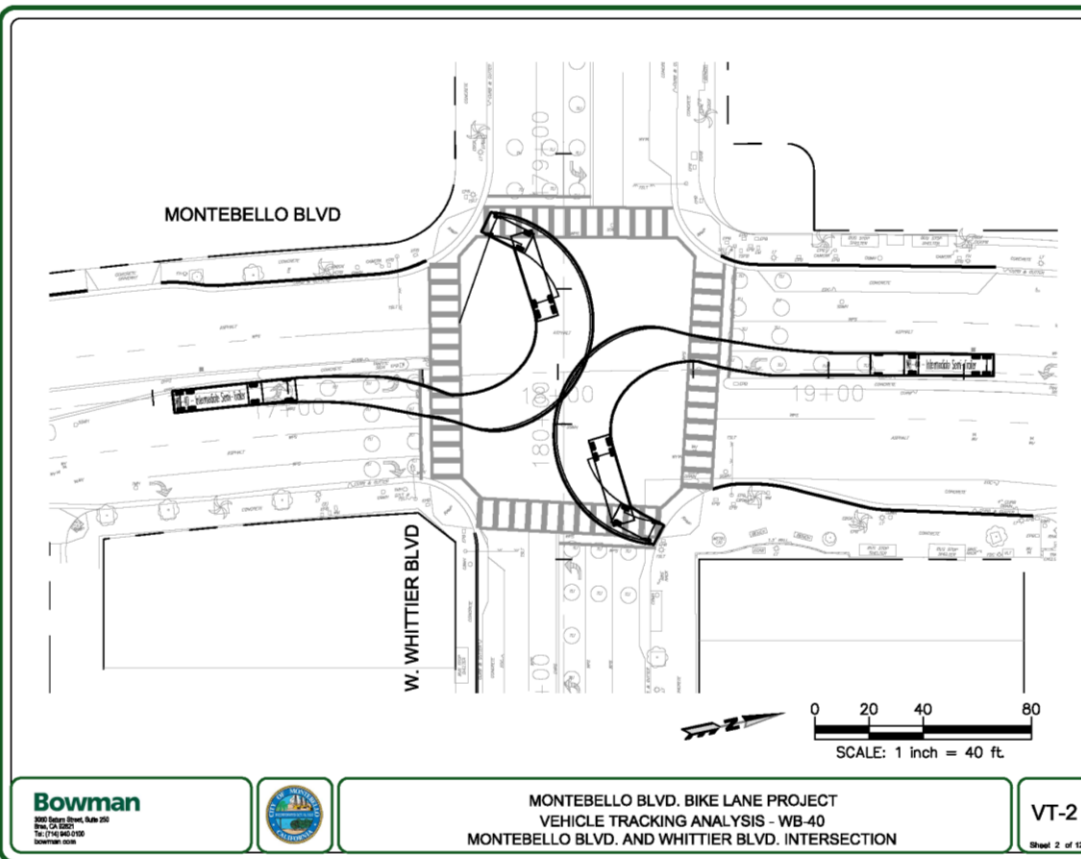
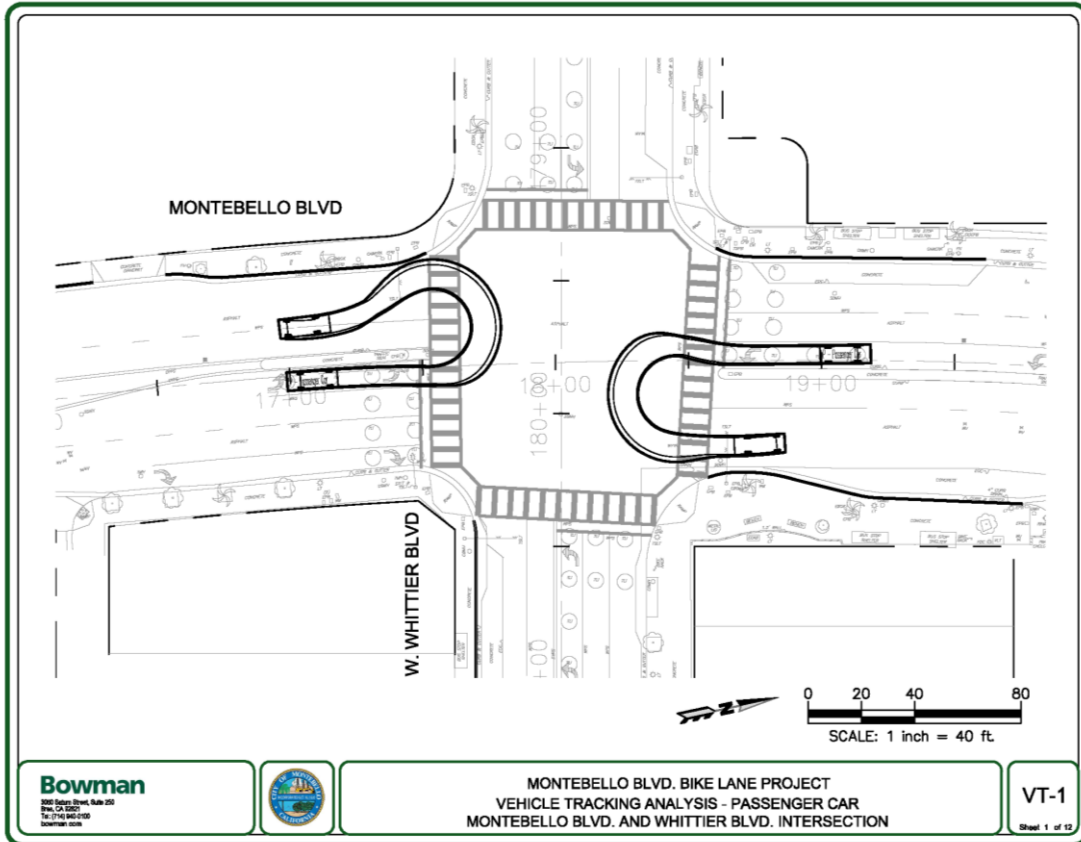
Page 8 of 8

5. Attachment E – Custom R3-4 No U-Turn Sign for Trucks

**NEXT STEPS:**

# ATTACHMENT A

## VEHICLE TRACING ANALYSED FOR SIX INTERSECTIONS

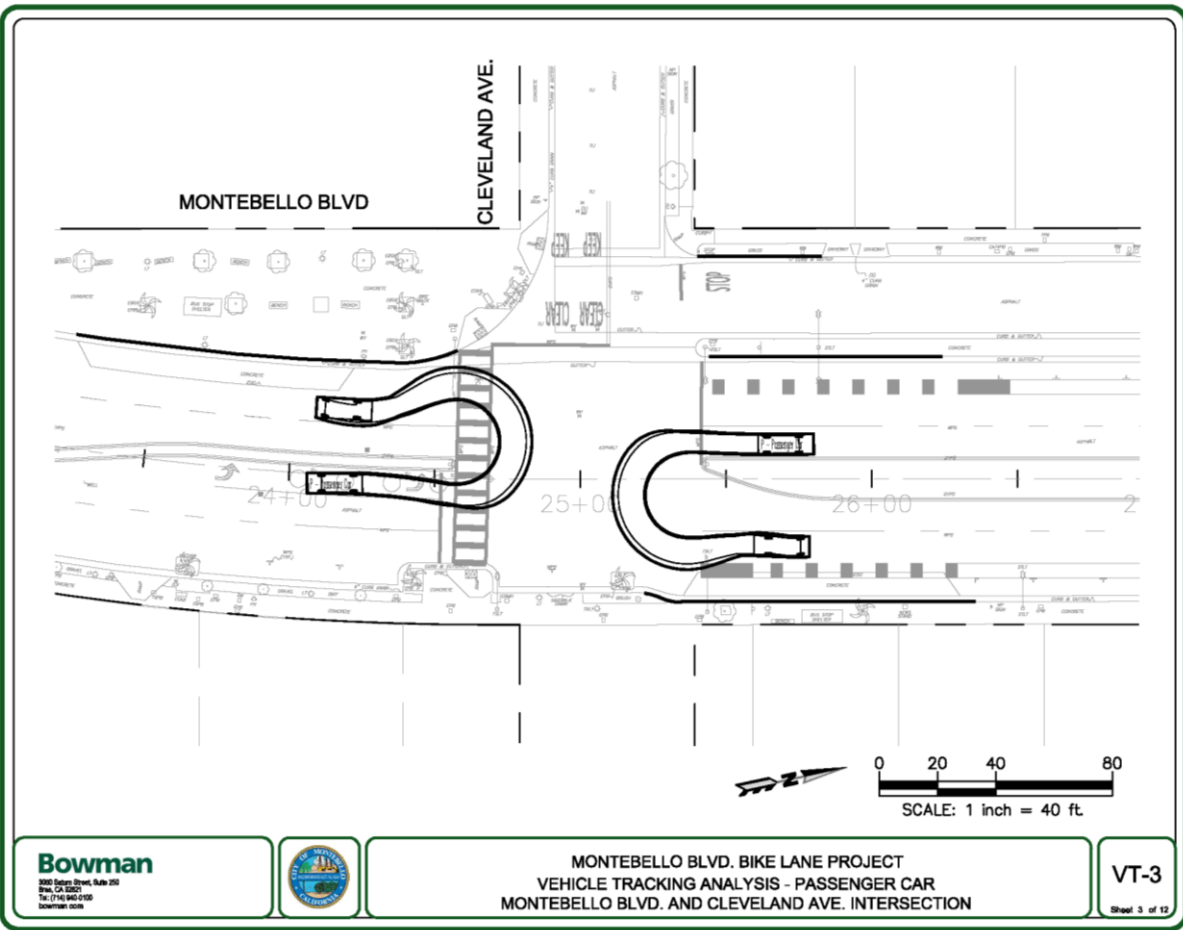


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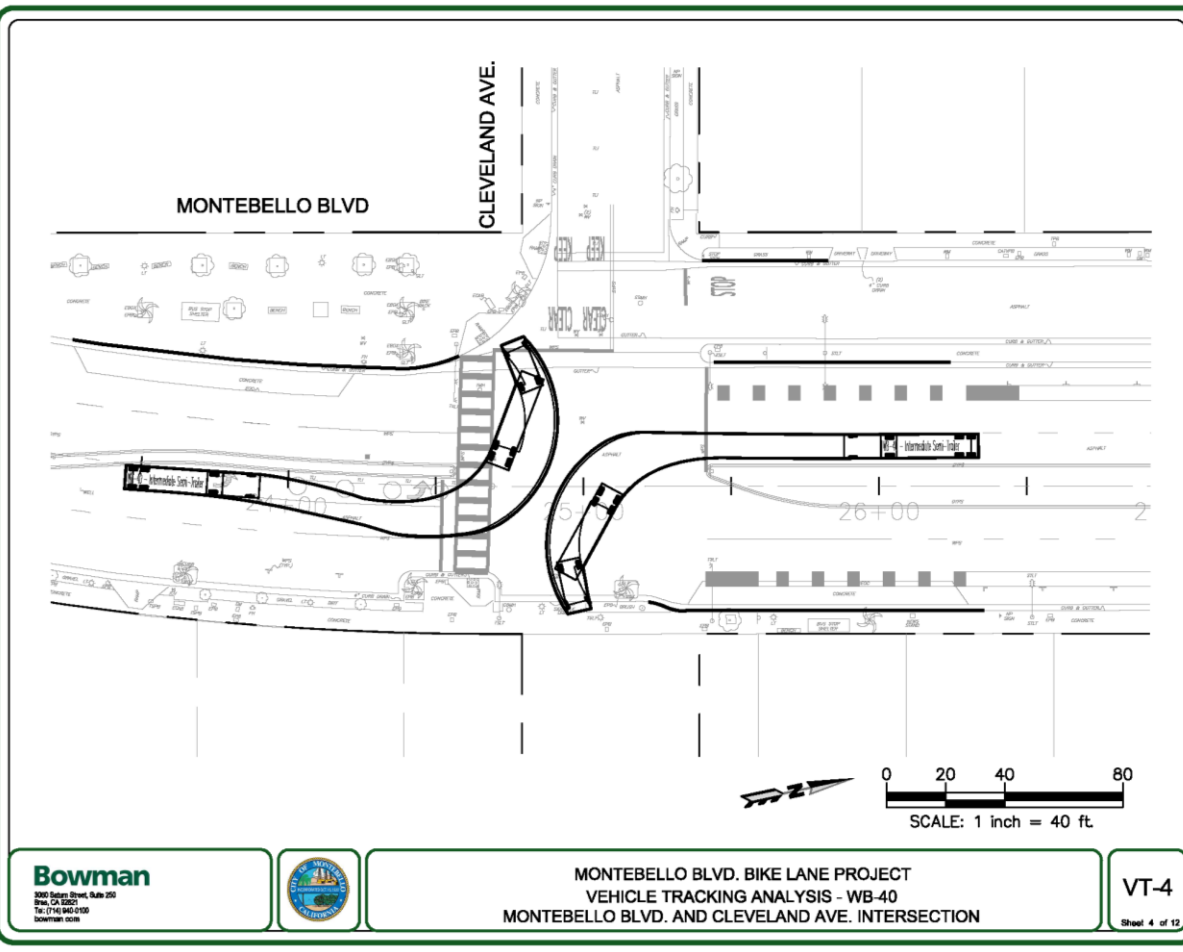
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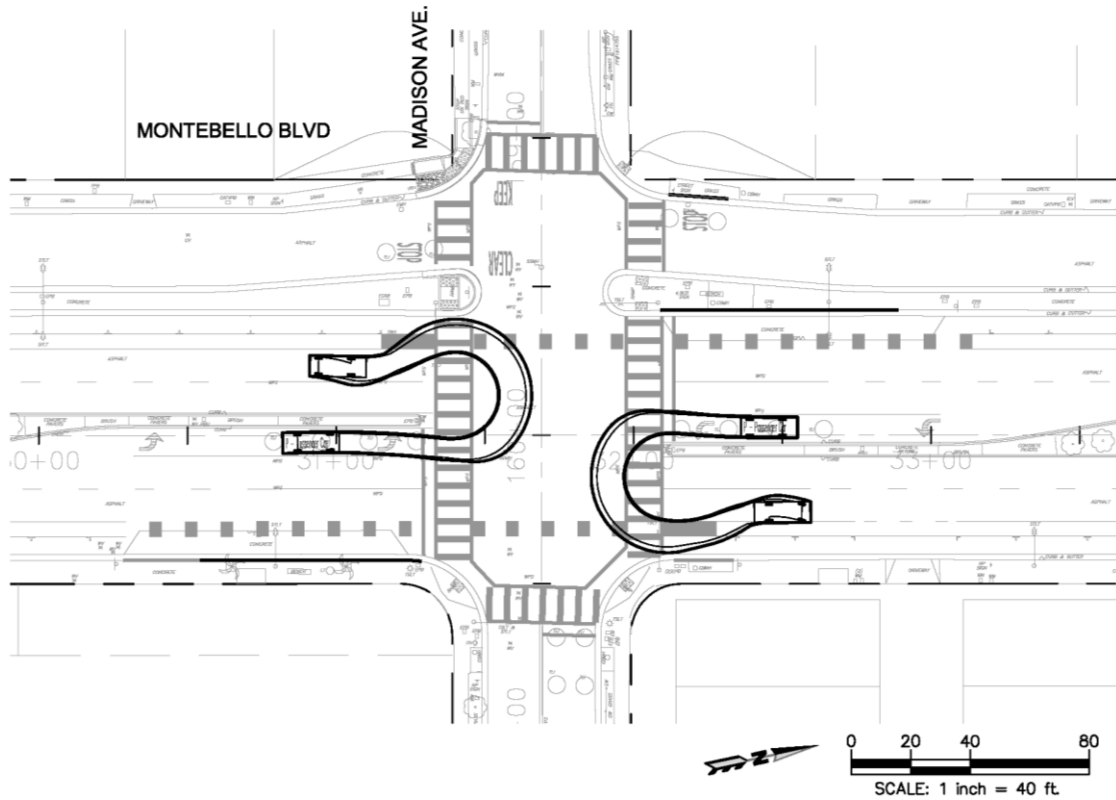
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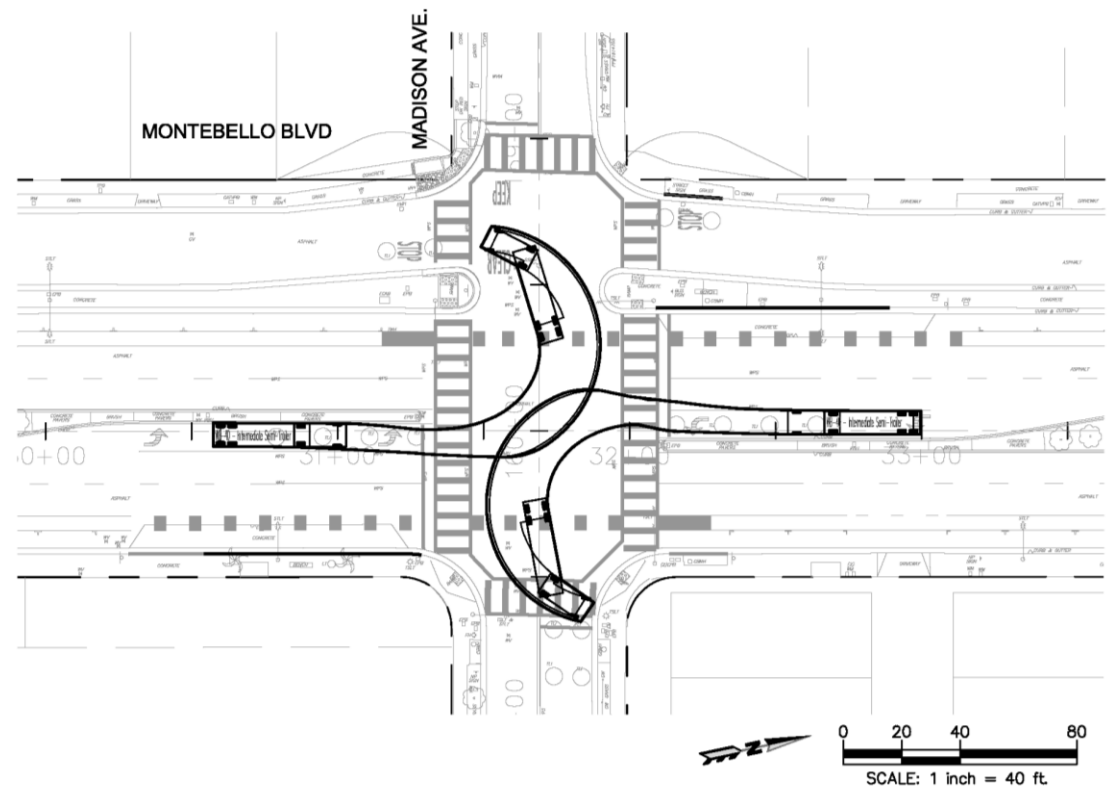


MONTEBELLO BLVD. BIKE LANE PROJECT  
VEHICLE TRACKING ANALYSIS - PASSENGER CAR  
MONTEBELLO BLVD. AND MADISON AVE. INTERSECTION

VT-5

Sheet 5 of 12

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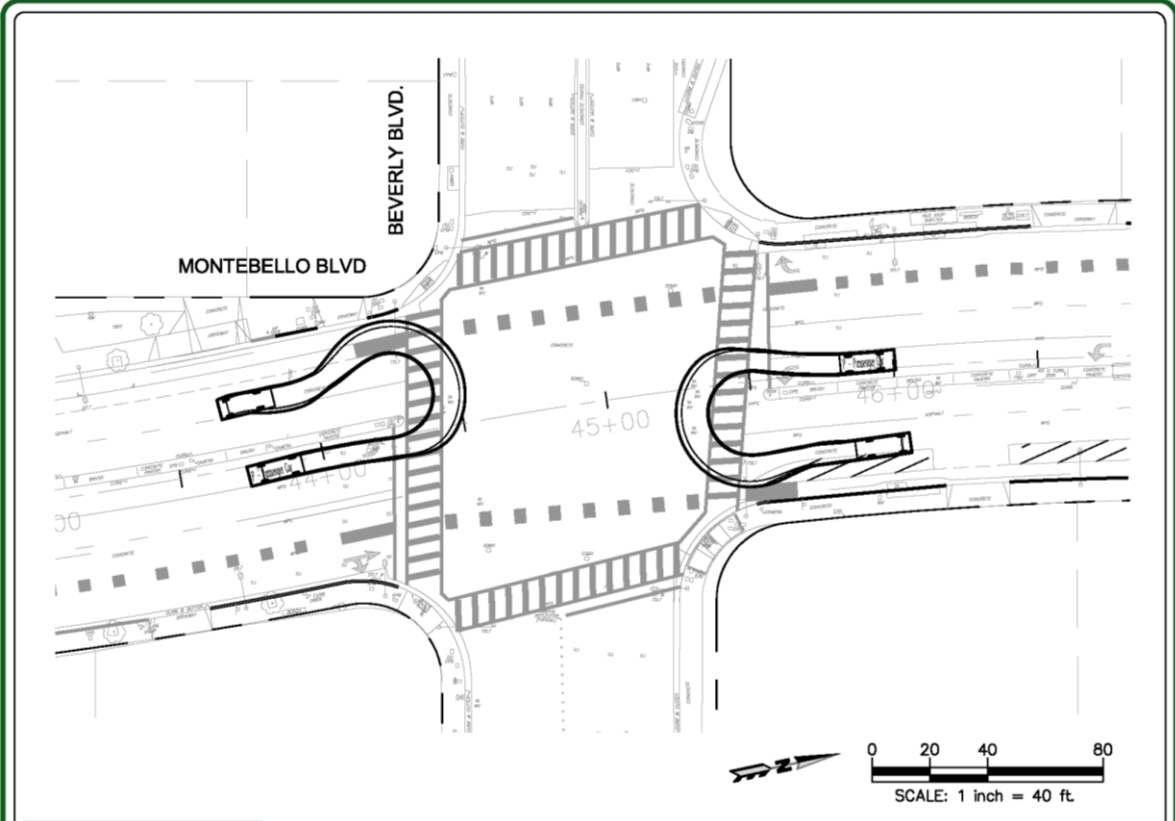


MONTEBELLO BLVD. BIKE LANE PROJECT  
VEHICLE TRACKING ANALYSIS - WB-40  
MONTEBELLO BLVD. AND MADISON AVE. INTERSECTION

VT-6

Sheet 6 of 12

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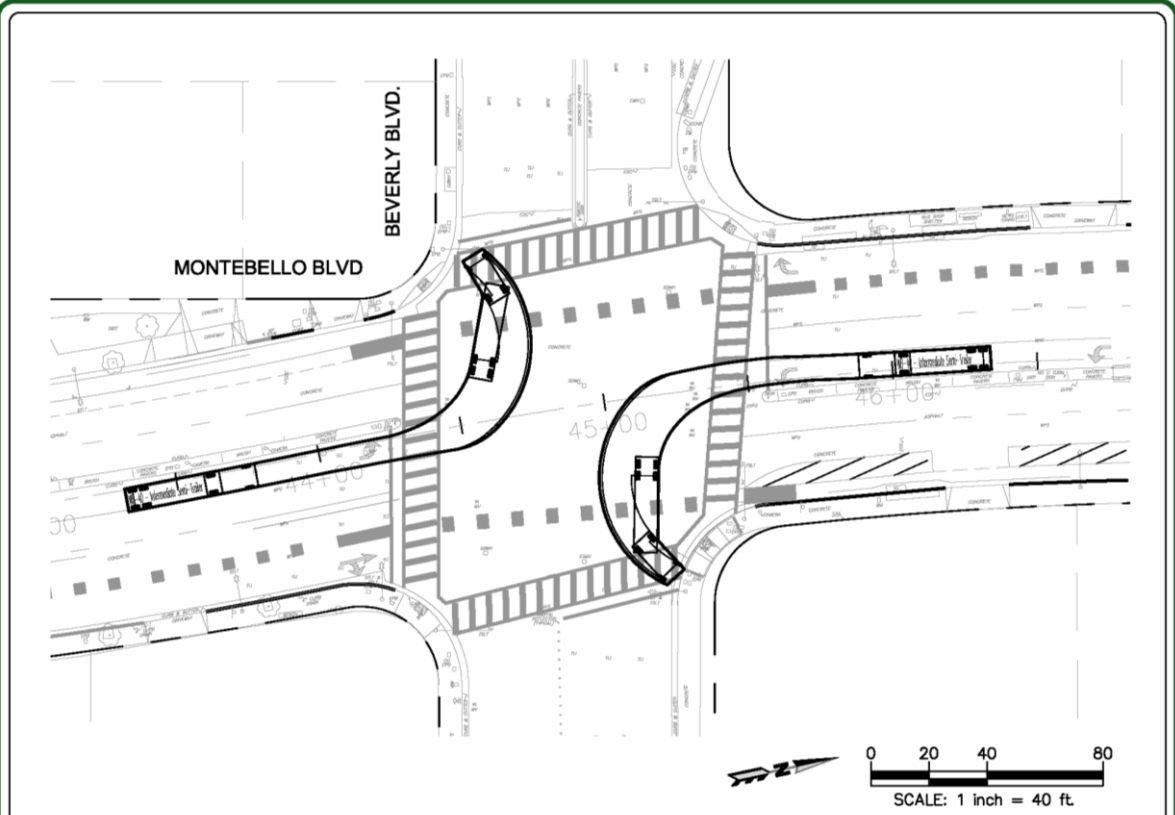
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MONTEBELLO BLVD. BIKE LANE PROJECT  
 VEHICLE TRACKING ANALYSIS - PASSENGER CAR  
 MONTEBELLO BLVD. AND BEVERLY BLVD. INTERSECTION

VT-7  
 Sheet 7 of 12

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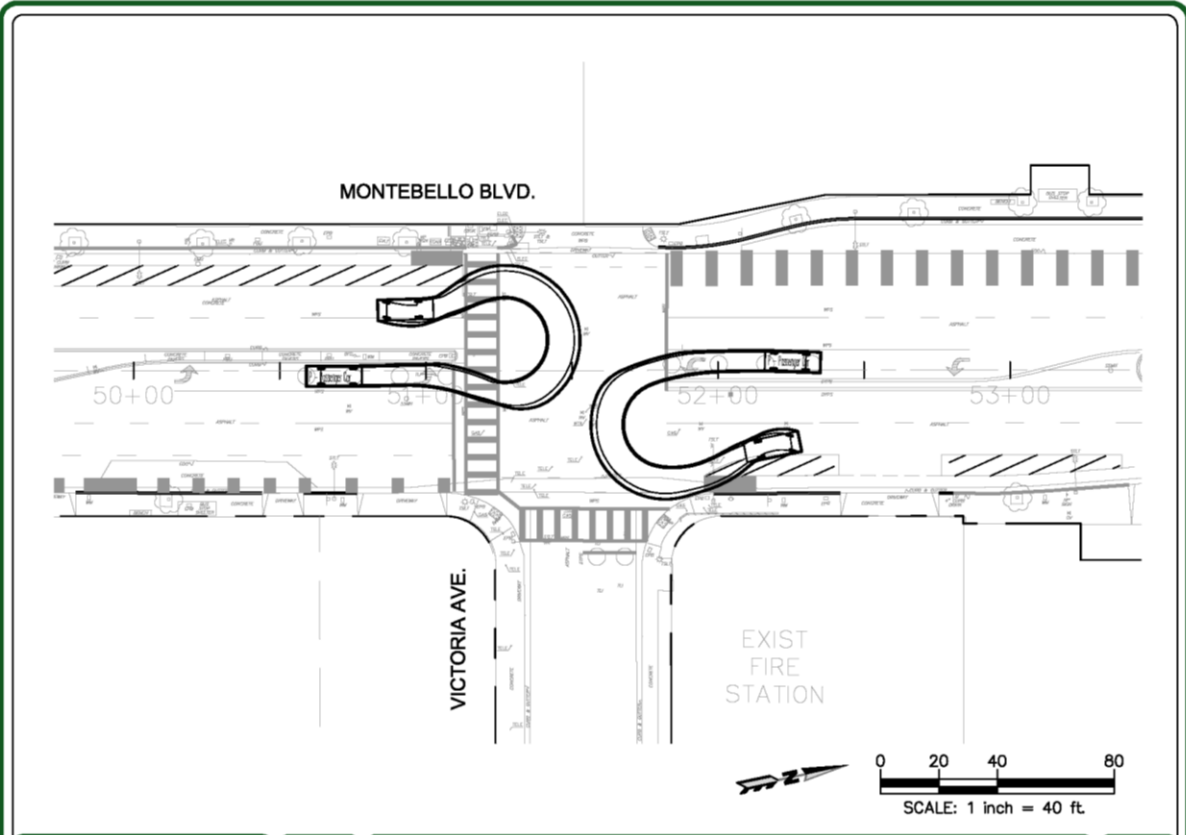
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MONTEBELLO BLVD. BIKE LANE PROJECT  
 VEHICLE TRACKING ANALYSIS WB-40  
 MONTEBELLO BLVD. AND BEVERLY BLVD. INTERSECTION

VT-8  
 Sheet 8 of 12

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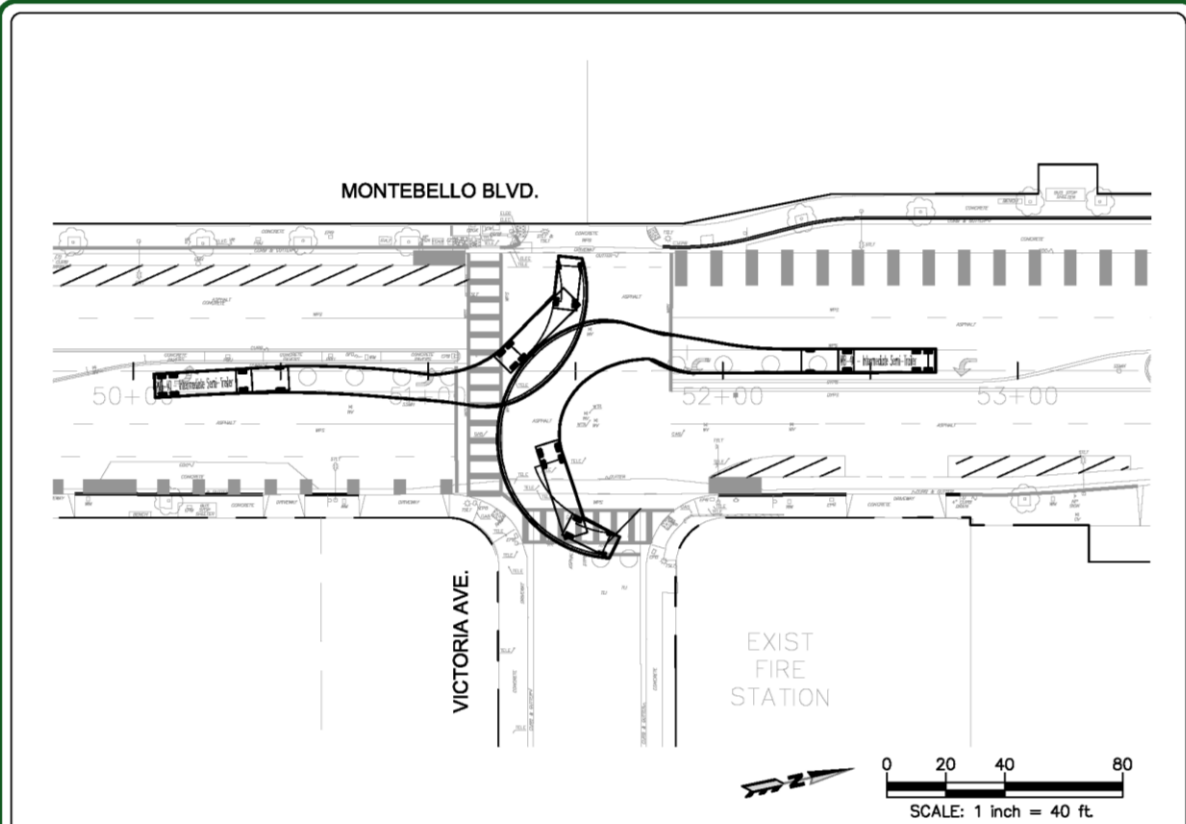
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MONTEBELLO BLVD. BIKE LANE PROJECT  
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 MONTEBELLO BLVD. AND VICTORIA AVE. INTERSECTION

VT-9  
 Sheet 9 of 12

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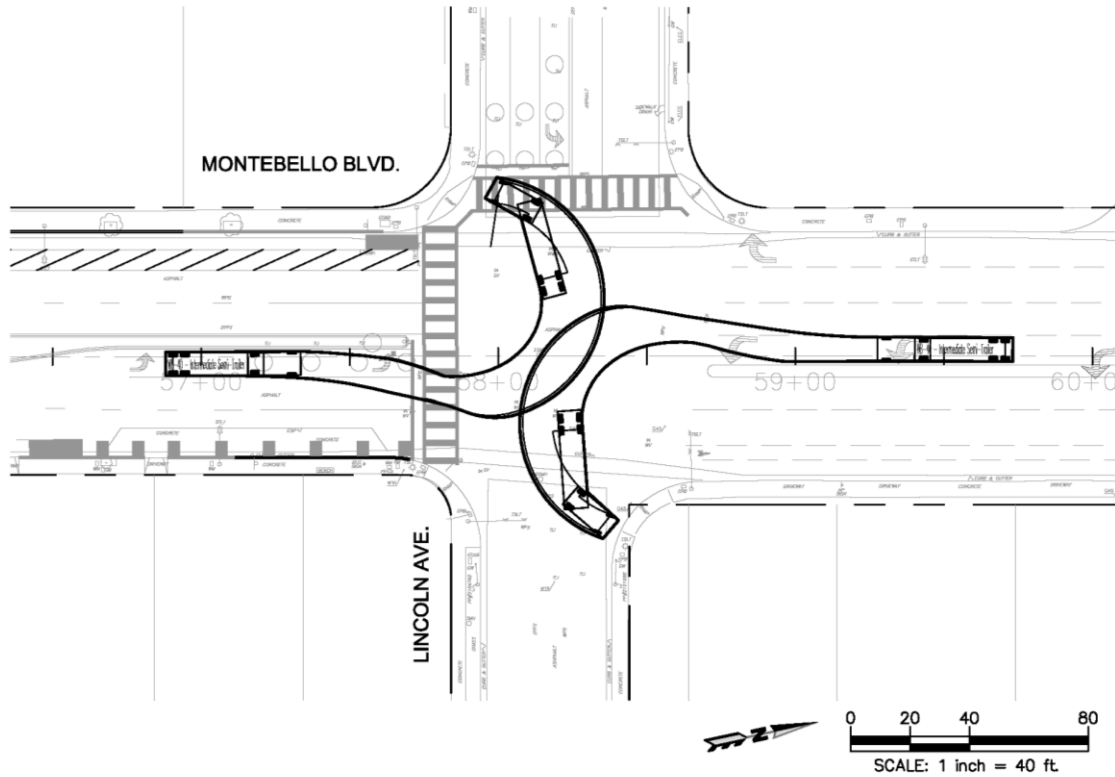
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MONTEBELLO BLVD. BIKE LANE PROJECT  
 VEHICLE TRACKING ANALYSIS - WB-40  
 MONTEBELLO BLVD. AND VICTORIA AVE. INTERSECTION

VT-10  
 Sheet 10 of 12

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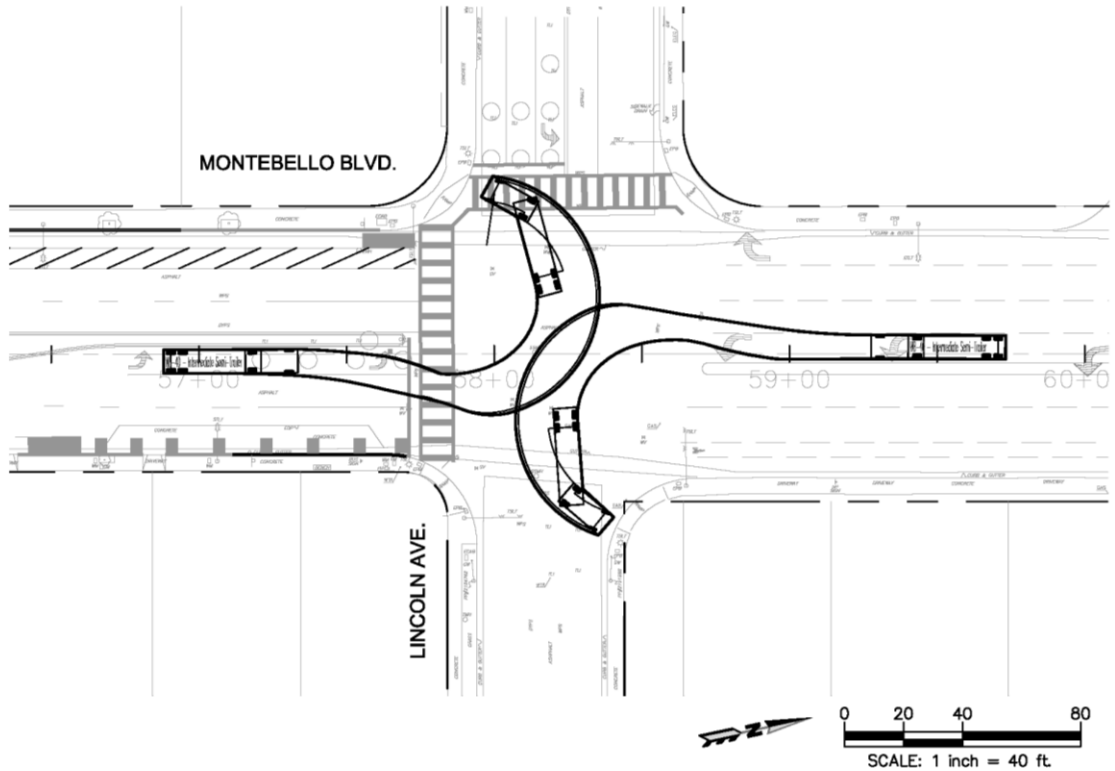


MONTEBELLO BLVD. BIKE LANE PROJECT  
VEHICLE TRACKING ANALYSIS - PASSENGER CAR  
MONTEBELLO BLVD. AND LINCOLN AVE. INTERSECTION

VT-11

Sheet 11 of 12

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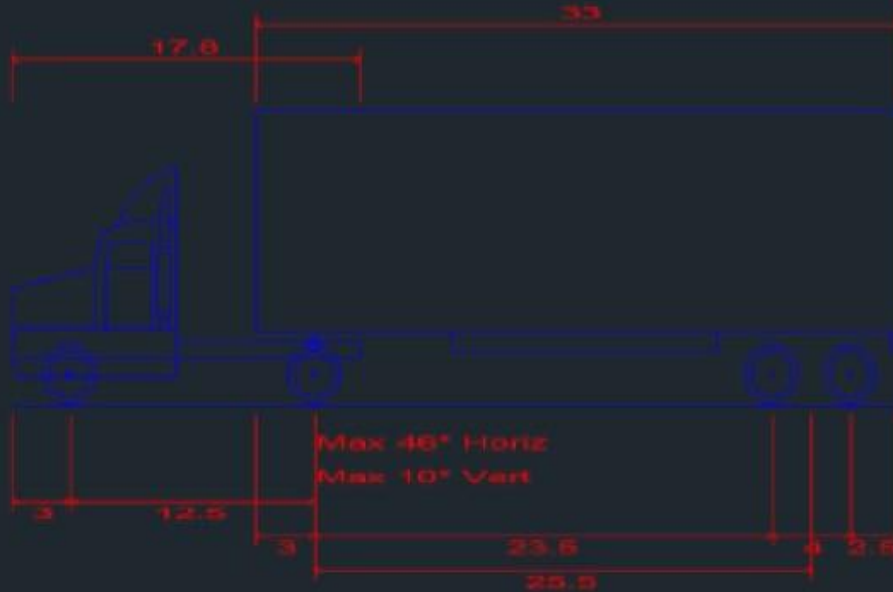
MONTEBELLO BLVD. BIKE LANE PROJECT  
VEHICLE TRACKING ANALYSIS - WB-40  
MONTEBELLO BLVD. AND LINCOLN AVE. INTERSECTION

VT-12

Sheet 12 of 12

## ATTACHMENT B

### TRUCK DESIGN VEHICLE PROFILE USED IN VEHICLE TRACKING ANALYSES



#### WB-40 - Intermediate Semi-Trailer

Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°





# ATTACHMENT D

## PICTURES OF EACH SIGNALIZED INTERSECTION FROM A PASSENGER CAR









Apr 18, 2026 at 11:50:52 AM  
701-731 N Montebello Blvd  
Montebello CA 90640  
United States





**ATTACHMENT E**  
**Custom R3-4 No U-Turn Sign for Trucks**



Modified R3-4 Size 30" x 30"



**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:** Cesar Roldan, Director of Public Works

**SUBJECT: REMOVAL OF RED CURB FOR THE ADDITION OF THREE PARKING SPACES ON THE EAST-SIDE OF NORTH MONTEBELLO BOULEVARD BETWEEN WEST BEVERLY BOULEVARD AND WEST VICTORIA AVENUE, AND THE ADDITION OF RED CURB ON THE SOUTHEAST CORNER OF NORTH MONTEBELLO BOULEVARD AND LINCOLN AVENUE**

**DATE:** April 27, 2026

---

**RECOMMENDATION(S):**

It is recommended that the Traffic and Safety Commission:

1. Approve the removal of red curb to create three parking spaces on the east-side of North Montebello Boulevard between West Beverly Boulevard and West Victoria Avenue; and
2. Approve the replacement of green curb with red curb on the east-side of North Montebello Boulevard, south of Lincoln Avenue in front of the Montebello Transit bus stop.

**FISCAL IMPACT:**

N/A

**BACKGROUND/DISCUSSION:**

The City of Montebello completed the street reconstruction project along North Montebello Boulevard between Lincoln Avenue and West Los Angeles Avenue. A component of receiving Los Angeles County Metropolitan Transportation Authority

# TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27, 2026

Page 2 of 6

(Metro) funding is to enact complete streets concepts. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Los Angeles Metro adopted a Complete Streets Policy in 2014 as part of its Countywide Sustainability Planning Policy and Implementation Plan Safe Routes Partnership. This policy was designed to ensure that transportation projects funded through Metro consider the needs of all users.

## Policy Goals and Scope:

Improve multimodal connectivity by integrating safe access for walking, biking, rolling, and transit. Enhance street safety by identifying crash factors and implementing countermeasures. Local jurisdictions, such as the City of Montebello, must develop a Complete Streets plan to maintain eligibility for Metro discretionary grant programs.

The addition of bicycle lanes along this segment of Montebello Boulevard is an integral part of the City Council's adopted bicycle master plan and complete streets policy. This focus on complete streets is utilized by transportation advocates, urban planners, traffic and highway engineers, public health practitioners, and community members in the public sector. The addition of pedestrian and bicycle enhancements align with California's Complete Streets Act (2008) and over 100 municipal complete streets policies statewide.



Figure 1: Curb in front of 512 N. Montebello Blvd. has been red since February 2021

# TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27, 2026

Page 3 of 6



Figure 2: The curb in front of 506 N. Montebello Blvd. has been red since February 2021

## **ANALYSIS:**

Many of the business owners on the east-side of North Montebello Boulevard between West Beverly Boulevard and West Victoria Avenue expressed their concerns regarding the removal of on-street parking spaces by painting the curbs red. The City, in good faith, grayed out a portion of the red curb in order to increase the number of parking spaces to three (3).

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27, 2026**

Page 4 of 6



City staff removed the green curb on the east-side of North Montebello Boulevard, south of Lincoln Avenue in front of the Montebello Transit bus stop and painted it red, so that transit buses could properly utilize the space.



**ENVIRONMENTAL IMPACT:**

N/A

**CONCLUSION:**

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27,  
2026**

Page 6 of 6

Approval of the recommendation actions established by the adopted Complete Streets policy, supports the implementation of safe, accessible, and equitable streets.

**ATTACHMENT(S)**

None

**NEXT STEPS:**



**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: STOP SIGN STUDY AT THE INTERSECTION OF NORTH 7TH STREET  
AND WEST CLEVELAND AVENUE**

**DATE:** April 27, 2026

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**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 North 7th Street and West Cleveland Avenue; and
2. Approve the City Traffic Engineer's recommendations to deny the request for a stop sign installation at the intersection of North 7th Street and West Cleveland Avenue.

**FISCAL IMPACT:**

N/A

**BACKGROUND/DISCUSSION:**

The Public Works Department received a resident request to install stop signs at the intersection of North 7th Street and West Cleveland 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-

# TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27, 2026

Page 2 of 5

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 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:**

Cleveland 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 North 7th Street. North 7th Street is a north-south two-lane residential street with no stop signs at its intersection with Cleveland Avenue. The intersection is about 1,200ft from the nearest school, which is Montebello Christian High School. Figure 1 provides an aerial satellite view of the intersection, while Figures 2 and 3 illustrate the street view conditions looking from North 7th Street and West Cleveland Avenue, respectively.



**Figure 1 - Aerial View of N. 7<sup>th</sup> Street and Cleveland Avenue.**



**Figure 2 - Street View of N. 7<sup>th</sup> Street Looking South at Cleveland Avenue.**

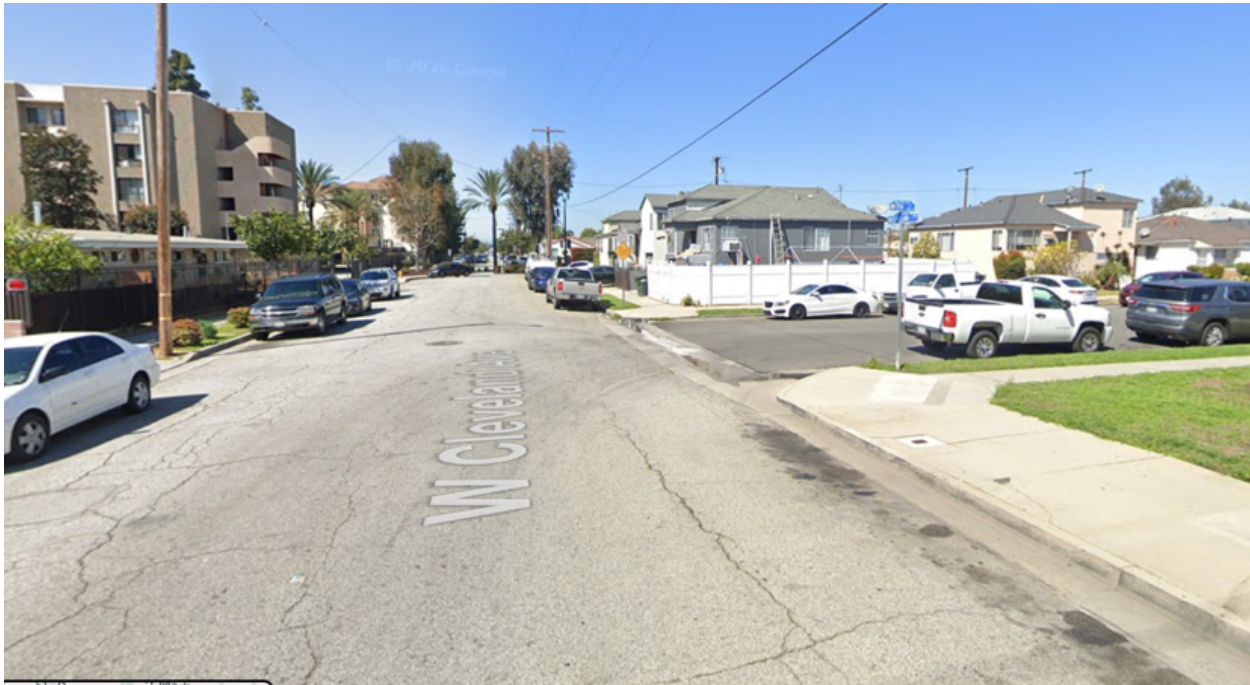


Figure 3 - Street View of Cleveland Avenue Looking East at N. 7<sup>th</sup> Street

**ANALYSIS:**

Collision Data

The most recent available citywide collision records were collected between December 31, 2022, to December 31, 2025, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. **The collision data revealed zero prior injury accidents at the intersection in a three-year period.** The (SWITRS) record report is attached to this report.

**ENVIRONMENTAL IMPACT:**

N/A

**CONCLUSION:**

Based on a review of available data information, presented facts, and a review of the accident history, the study concluded that the North 7th Street and West Cleveland Avenue intersection **does not satisfy any of the required warrants to justify a stop sign intersection by the installation of Stop signs on North 7th Street and West Cleveland Avenue.** The intersection is wide open and allows drivers a good view on the approach to this intersection.

**ATTACHMENT(S)**

1. Attachment A - Collision History

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF APRIL 27,  
2026**

Page 5 of 5

**NEXT STEPS:**

# ATTACHMENT A

## Selected Criteria

### Date & Location

**Date**

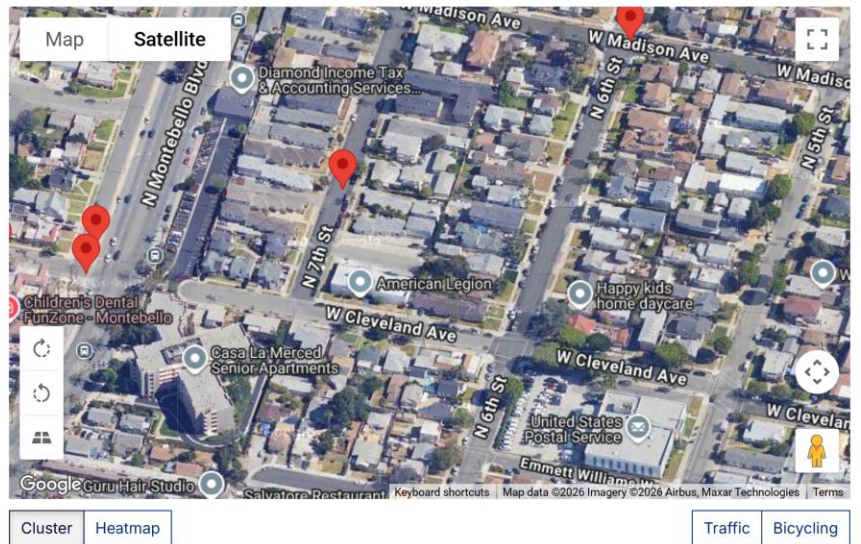
12/31/2022 - 12/31/2025

**County**

Los Angeles

**City**

Montebello



# CAMUTCD STOP SIGN - Warrant Analysis

<u>City of Montebello</u> Agency	<u>Los Angeles</u> County	<u>Calc S. Hilton</u> Check	<u>Date 2/15/2018</u> Date
Major St: <u>Cleveland Avenue</u>		Critical Approach Speed <u>25</u> mph	
Minor St: <u>7th Street</u>		Critical Approach Speed <u>25</u> mph	

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

Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

**Section B - Accident Experience** 100% SATISFIED YES  NO

A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

80% SATISFIED YES  NO

ACCIDENT HISTORY			
Minimum Requirement	2017	2016	2015
100% - 5 or More	0	1	0
80% - 4 or More	0	1	0

**Section C1 - Minimum Vehicular Volume** 100% SATISFIED YES  NO

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

80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS		Hour							
	100%	80%	19:00	18:00	15:00	14:00	16:00	13:00	12 PM	11:00
Both Apprchs. Major Street	300	240	19	21	17	20	9	23	15	17
Both Apprch. Minor Street	200	160	27	19	23	20	29	14	18	15

**Section C2 - Combined Volumes** 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

80% SATISFIED YES  NO

**Section C3 - Speeds Greater Than 40 MPH** 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.

YES  NO

**Section D - Combination of Warrants** SATISFIED YES  NO

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.

Criteria B satisfied at 80% 80% SATISFIED YES  NO

Criteria C1 satisfied at 80% 80% SATISFIED YES  NO

Criteria C2 satisfied at 80% 80% SATISFIED YES  NO

- Option:** Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
  - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
  - 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; and
  - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.



**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 Barnes  
Traffic Engineer

**SUBJECT: 1024 SOUTH 4TH STREET BLUE CURB APPLICATION**

**DATE:** April 27, 2026

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**RECOMMENDATION(S):**

It is recommended that the Traffic and Safety Commission:

1. Approve the request for the installation of 18 feet of blue curb for the disabled parking space at 1024 South 4th Street.

**FISCAL IMPACT:**

N/A

**BACKGROUND/DISCUSSION:**

A request has been received from a resident at 1024 South 4th Street for installation of a disabled parking space in front of their residence.

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

1. Be a resident/owner of the address in question. The application shall provide one form of proof of residency (i.e. driver's license, tax bill, etc.).
2. Be in possession of a disabled persons placard or disabled persons license plate with adequate ID, as required by the California Vehicle Code.
3. Have no available off-street parking as defined by the following specifications:

a. Garage Specifications:

- I. If the applicant owns a lift-equipped van, the applicant must either not have a garage or have a garage that is less than 17' wide as required by Section 1129B of the California Building Code (CBC).
- 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 Specificatoinis:

- 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. Figure 1 provides an aerial view of 1024 South 4th Street. The property at 1024 South 4th Street is zoned as multiple-family residential as shown in Figure 2.

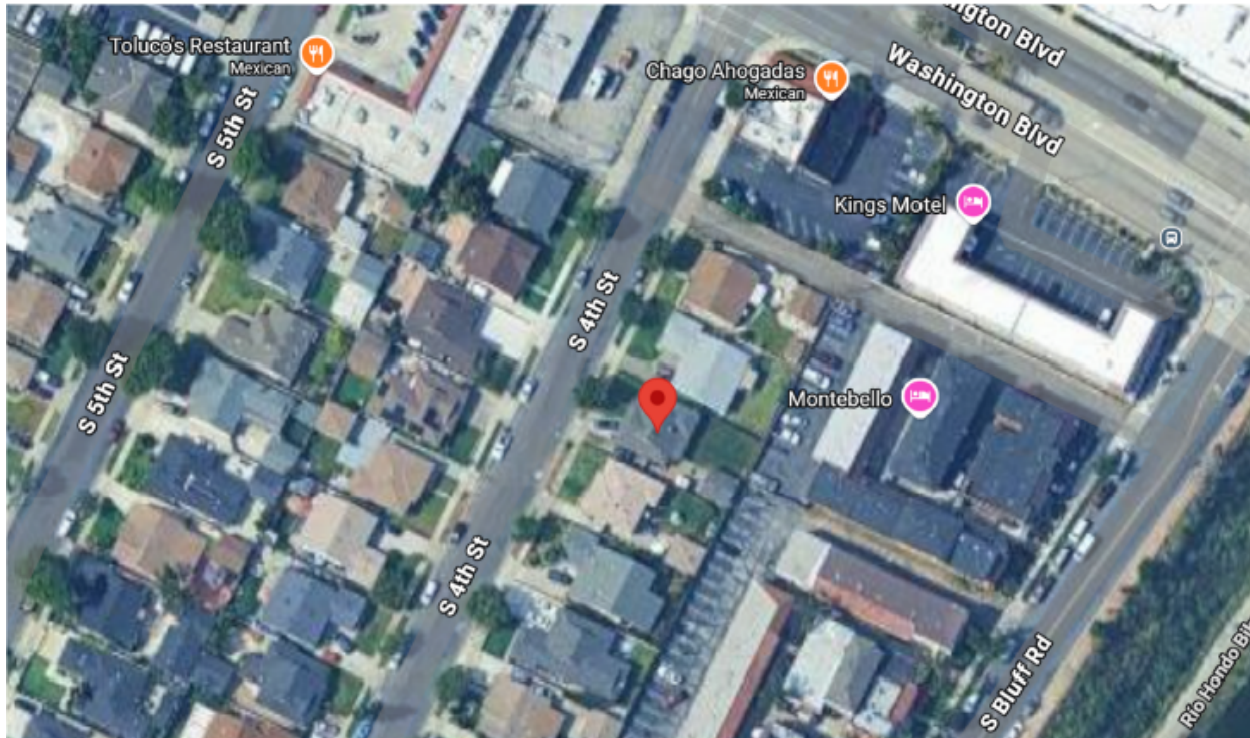


Figure 1 - Aerial View of 1024 S 4th Street.



Figure 2 - Street View of 1024 S 4<sup>th</sup> Street Looking East.

**ANALYSIS:**

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

The intent of this policy is to prevent the proliferation of special parking stalls that may be installed for a short-term purpose but later seldom used. Unjustified installation of such parking stall designations unnecessarily increases the City's maintenance and operation 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 at 1024 South 4th Street. The applicant is requesting a blue curb on 1024 South 4th Street. The applicant provided all necessary documentation, including the application fee, utility bill, disabled persons placard, and the request form. After review, staff determined that the location qualifies for a blue curb.

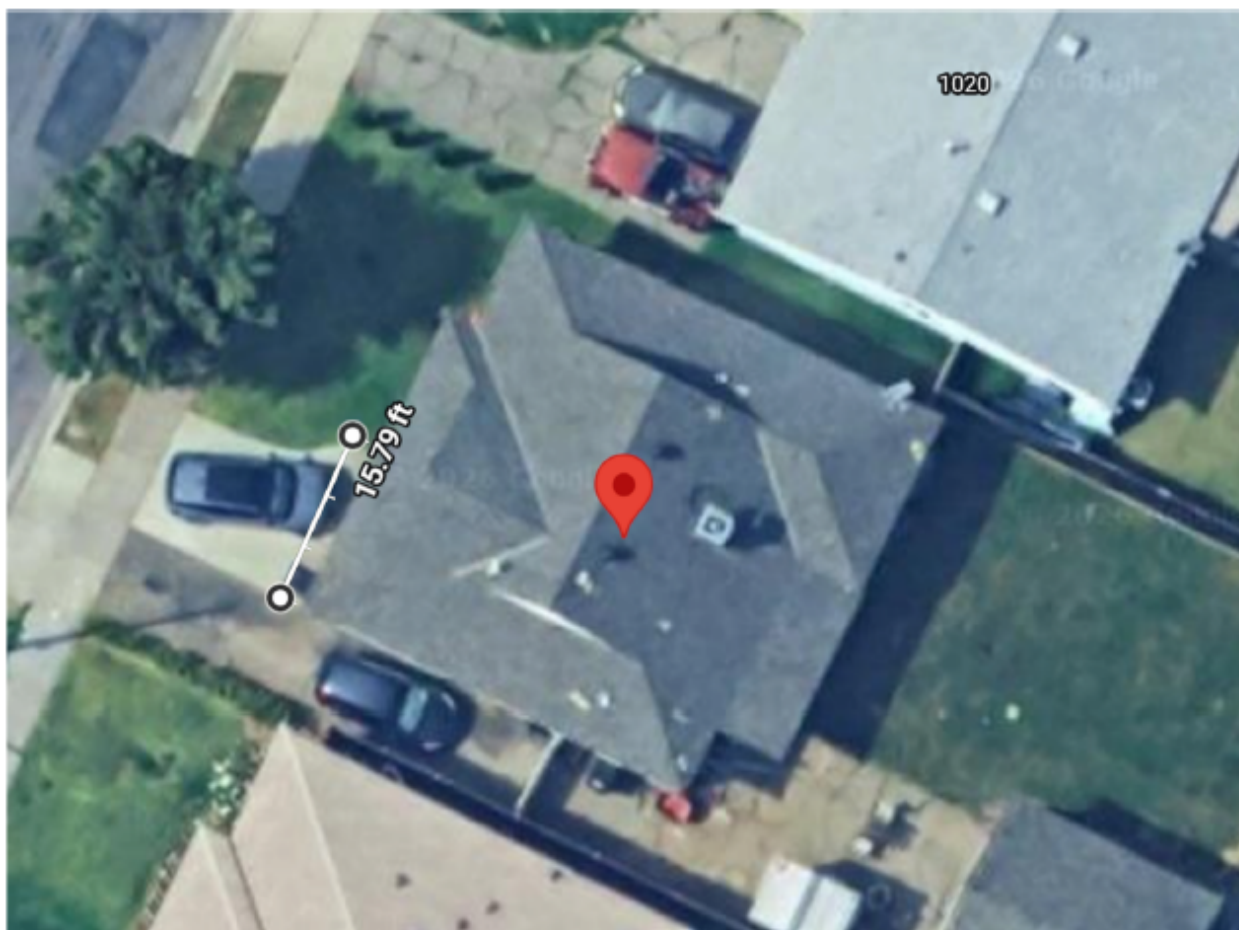


Figure 3 - Measurement of 1024 S 4<sup>th</sup> Street Driveway.

**ENVIRONMENTAL IMPACT:**

N/A

**CONCLUSION:**

Based on a review of available information, presented facts, and a field review, the City Traffic Engineer recommends the Traffic and Safety Commission approve the installation of 18 feet of blue curb for the disabled parking space at 1024 South 4th Street as shown in Figure 4.



Figure 4 – 18 Feet of Blue Curb Fronting 1024 S. 4th Street.

**ATTACHMENT(S)**

None

**NEXT STEPS:**