

TRAFFIC & SAFETY COMMISSION

CITY OF BELL GARDENS

**City Council Chambers
7100 Garfield Avenue
Bell Gardens, CA 90201**

**Meeting
Tuesday, August 4, 2020
5:30 p.m.**

NOTE: *On March 4, 2020 Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 17, 2020 Governor Newsom issued Executive Order N 29-20 (superseding the Brown Act-related provisions of Executive Order N 25-20 issued March 12, 2020), which allows local legislative body to hold public meeting via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body. Pursuant to Executive Order N 29-20, please be advised that members of the Bell Gardens Traffic & Safety Commission will participate in meetings telephonically. The public may view the meeting online. The Council Chambers is closed to the public at this time.*

In order to observe and/or offer public comment may request such reasonable modification, accommodation, aid, or service by contacting Veronica Sanchez, Commission Secretary by telephone at 562-806-7770 or via email to vsanchez@bellgardens.org no later than one (1) hour before the scheduled meeting.

The City Hall facility of the City of Bell Gardens complies with the requirements of the Americans with Disabilities Act. If other accommodations are needed, please contact the office of the Public Works Department, or the ADA Coordinator in the Personnel Office.

TRAFFIC & SAFETY COMMISSION

**Chairperson Jayson Gavilanes
Vice-Chairperson David Heredia
Commissioner Victor Barbosa**

CITY STAFF

**Chau Vu, Director of Public Works
Dennis D. Barnes, MSCE, P.E. Traffic Engineer
Douglas Benash, P.E. City Engineer
Veronica Sanchez, Secretary**

AGENDA

Meeting TRAFFIC & SAFETY COMMISSION

**7100 Garfield Avenue
Bell Gardens, CA 90201
August 4, 2020
5:30 p.m.**

1. CALL TO ORDER
2. ROLL CALL
3. INVOCATION
4. PLEDGE OF ALLEGIANCE
5. REPORT FROM SECRETARY ON POSTING AGENDA
6. PUBLIC COMMENTS ON AGENDA AND NON-AGENDA ITEMS
7. APPROVAL OF MINUTES OF FEBRUARY 4, 2020
8. CLARA STREET CORRIDOR IMPROVEMENTS GRANT APPLICATION I-710 EARLY ACTION PROGRAM FUNDS
9. TRAFFIC SAFETY ANALYSIS – SPEEDING GAGE AVENUE DEL RIO NURSING HOME
10. FLORENCE AVENUE AT PERRY ROAD INSTALLATION OF KEEP CLEAR LEGEND
11. COMMENTS FROM STAFF
12. COMMENTS FROM COMMISSIONERS
13. ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, SEPTEMBER 1, 2020

Staff Reports or other documentation regarding agenda items are available for view at www.bellgardens.org.

**MINUTES OF THE
TRAFFIC AND SAFETY COMMISSION MEETING**

February 4, 2020

CALL TO ORDER: Chairperson Gavilanes called the meeting to order at 5:30 p.m. in the City Council Chambers at City Hall, 7100 Garfield Avenue, Bell Gardens.

ROLL CALL: Secretary, Veronica Sanchez took roll call.

PRESENT: Chairperson Jayson Gavilanes, Vice-Chairperson David Heredia, Commissioner Victor Barbosa and Commissioner Rosa Galvan were present. Chau Vu, Director of Public Works, Cesar Roldan, Associate City Engineer and Veronica Sanchez, Secretary were also present.

INVOCATION: Ms. Vu led the invocation.

PLEDGE OF ALLEGIANCE: Commissioner Barbosa led the Pledge of Allegiance.

POSTING OF AGENDA: The agenda was posted as prescribed by law.

PUBLIC AGENDA AND NON-AGENDA ITEMS: No comments. Commissioner Galvan made the motion and second by Commissioner Barbosa to close public participation.

APPROVAL OF MINUTES OF DECEMBER 3, 2019: Vice-Chair Heredia made the motion to approve and Commissioner Galvan second the motion.

**MIDBLOCK CROSSWALK AT
LOVELAND STREET AND
NO LEFT TURN AT WESTERLY
DRIVEWAY CESAR CHAVEZ
ELEMENTARY:**

Cesar Roldan gave the report. The Department received a request from the Police Department and the school administrators for the installation of a midblock crosswalk and a no left turn at the school's westerly driveway. Cesar Chavez Elementary is on the north side of Loveland between El Cortez and Jaboneria. Loveland and Jaboneria is a signalized intersection and Loveland and El Cortez is a three-way stop t-intersection. On the north side of Loveland, there is 20 feet of red curb and 270 feet of white curb for loading and unloading of passengers, the zone designated for children drop off. Engineering staff investigated the

request to install the midblock crosswalk and the installation of the "no left turn" sign at the school westerly driveway. Loveland Street is classified as a local residential street in an east west direction with one lane of traffic in each direction. El Cortez is a north south residential street with one lane of traffic in each direction. Jaboneria Road is a north south residential street that is treated as a collector roadway but is classified as residential. Cesar Chavez Elementary School is on the northside of Loveland Street with residential housing on the southside. Parking is permitted on both sides, with the exception of the 3-minute parking during school hours. The speed limit is 25 miles per hour. The lanes on Loveland Street is broken by double yellow line. The figure shows the midblock crosswalk. The enhancing criteria for this is raised crosswalk, rapid flashing beacons or warning beacons and curb extension, as well as bulb outs. The enhancements make the children more visible as they are 3" taller. There is also the loss 4 parking spots. The installation of a midblock crosswalk does not absolve the City from potential liability. If approved the installation would require proper signage to be considered effective and safe pathway for schoolchildren and pedestrians to cross. There is no invisible shield; it is not a magic cure. However enhancing the crosswalk helps and participation by school staff to cross the children in the morning and afternoon would aid. The construction of the raised crosswalks, bulb outs, signage, radar signs and ADA ramps, including the recommended lighting. The cost is approximately \$28,000.

Vice-Chair Heredia asked where the no left turn would be installed and if we have one in town. Mr. Roldan explained that the no left turn would be on the westerly driveway. The midblock crosswalk would be in between the two driveways so the motorist exiting the westerly driveway would go right, avoiding back lodge of cars.

Ms. Vu added that there is one on Quinn also near school.

Commissioner Barbosa expressed his concern with Loveland Street since its high traffic volume and not recommend stop signs. In addition, how would it affect the residents? Mr. Roldan explained that a crosswalk is not an invisible shield. Motorist should yield. This crosswalk is not a typical one and it is being recommended with enhancements, raised for visibility, lighting and bulb outs that will shorten the crossing distance.

Vice-Chair Heredia wanted clarification on the intersection of El Cortez and Loveland. Mr. Roldan explained that it is a t-intersection, a 3 way stop.

Ms. Vu added that the Commission could support the project for City Council consideration. It will be up to City Council to appropriate the funds now, budget for next fiscal year or pursue funding for implementation. Mr. Roldan added that currently there is Federal and State funding that the City can pursue. Vice-Chair Heredia made the motion to approve and Commissioner Barbosa second the motion.

RECEIVE AND FILE –

COMPLETE STREETS PLAN:

Ms. Vu introduced Brianne Masukawa of KOA to give the power point presentation. A complete street is the design to safely accommodate the needs of all users, pedestrians, cyclists, transit riders and motorist, safe and comfortable by way of physical improvements. The goals and objectives include reduce car dependency and create happier healthier communities. The plan was developed by taking current inventory of existing conditions, engaging the community with outreach and reviewing the data received through outreach. The existing conditions inventory includes street characteristics, demographics, transit services and past years collision data. The findings is that Bell Gardens is predominantly Hispanic/Latino, preferred mode of transit is car and the median income is significantly lower that the County. Data was collected from 2014-2017 on bicycle collision and pedestrian collision. The community was engaged by having four community workshops at Bell Gardens Veterans Park. A survey was also made available. The community expressed pressing concerns regarding parking and dangerous driving behavior. 71% of travel is by vehicle, most participants felt drivers are speeding and they identified Eastern Avenue, Clara Street and Gage as the most unsafe. The recommendations are broken up into two networks, major streets and low stress. For example, the recommendations for major streets, such as Florence Place is a buffer bike lane, Scout Avenue is recommended for a bike lane and sidewalk expansion and Jaboneria Road is recommended edge line treatment and bike sharrows. Low stress network streets are being recommended for continental crosswalks, speed humps, mini-traffic circles and truncated domes.

Ms. Vu explained implementation and fiscal impact. Table 23 of the report shows the priority list. There is a ranking system to pursue grants with estimates associated with each. Staff can now utilize this plan to submit applications for the different level of funding. For example, Garfield Avenue and Muller Street is already funded. This is the guideline for funding strategies,

action plan, approved and supported by this Commission, City Council, including the community for a more successful outcome when pursuing funding.

We will now present this plan to the City Council.

Commissioner Barbosa asked if this plan included a bike rental program such as those in downtown or Santa Monica including Downey. He also asked how long before implementation of bike lanes. Ms. Vu explained that the City did attempt to work with a company but it fell through. The company did not find it marketable here and it went under. As far as the implementation, this is the plan. The funding, design and construction is a process and takes several phases including after the award if grant funded.

Vice-Chair Heredia asked if electric vehicles are part of the plan or charging stations, since lower greenhouse gases was mentioned on the presentation.

Ms. Masukawa answer it is not called out on this plan. Ms. Vu also explained that the City is currently conducting an energy audit and this may fall into that scope.

Commissioner Barbosa asked about the City converting to LED street lights.

Ms. Vu explained that we do not own the streetlights, these belong to Edison. A request has been submitted and she periodically follows up on it.

Vice-Chair Heredia asked if other cities are doing this or something similar and would this dollar amount cover more in our City versus another City, since it is smaller.

Ms. Masukawa explained that they are currently working on a similar project with the City of Commerce. Every City is different and the recommendation could be different so the dollar amount varies as well.

Chairperson Gavilanes supports the plan but is concerned about bike paths on narrow streets and parking. Ms. Masukawa explained that depending on the streets, low stress network streets are recommended for different measures such as mini traffic circles and truncated domes.

Vice-Chairperson Heredia made the motion and Commissioner Barbosa second the motion.

COMMENTS FROM STAFF: No comments.

COMMENTS FROM THE COMMISSIONERS:

Chairperson Gavilanes wished everyone a Happy New Year.

Commissioner Barbosa asked about Jaboneria and Eastern and the timing given for pedestrians to cross the street because it is less than a minute.

Ms. Vu explained that the timing plans differ depending on the intersection. Staff will check on it.

ADJOURNMENT:

Commissioner Barbosa made the motion to adjourn the meeting and Vice-Chairperson Heredia second the motion. Chairperson Gavilanes adjourned the meeting to the next scheduled meeting of March 3, 2020 at 6:36pm.

APPROVED BY:

Jayson Gavilanes, Chairperson

Submitted by:

Veronica Sanchez, Secretary



CITY OF BELL GARDENS

Public Works Department

MEMORANDUM

TO: Traffic and Safety Commission

FROM: Chau Vu, Director of Public Works
Douglas Benash, P.E., City Engineer

SUBJECT: Clara Street Corridor Improvements Grant Application I-710 Early Action Program Funds Project Review and Concurrence

DATE: August 4, 2020

BACKGROUND/DISCUSSION:

Staff has obtained grant funding for several projects through the I-710 Early Action Program funding. The projects are Florence and Eastern right-of-way improvements and Garfield and Eastern right-of-way improvements. Staff is proposing obtaining additional grant funds for the Clara Street Corridor Improvements.

Utilizing the data from the recently completed SSARP, the signalized intersections along Clara Street require mitigation for capacity and operation improvements. The key intersections are:

1. Clara Street and Eastern – Install dedicated right-turn lanes in the east and westbound directions.
2. Clara Street and Jaboneria – Re-align the east and west bound left turn pockets and through lanes, adding right-turn lanes as allowed and eliminating the “three phase” signal operations.
3. Clara Street and Garfield – Construct the northwest corner turning radius improvements.
4. Clara/Scout Street and Florence – Provide matching funds for a HSIP grant application for left turn movements for north and south bound traffic.

The SSARP provides the supporting traffic study information to all staff to prepare the necessary documents for presentation to the I-710 Technical Advisory Committee for their consideration of the project.

RECOMMENDATION:

It is recommended that the Traffic & Safety Commission by motion;

Upon review and concurrence of the Clara Street Corridor Improvements Grant Application for the I-710 Early Action Program Funds, authorize staff to submit the grant application.

FISCAL IMPACT:

The project will be fully funded by the I-710 Early Action Program Funds.

ATTACHMENTS:

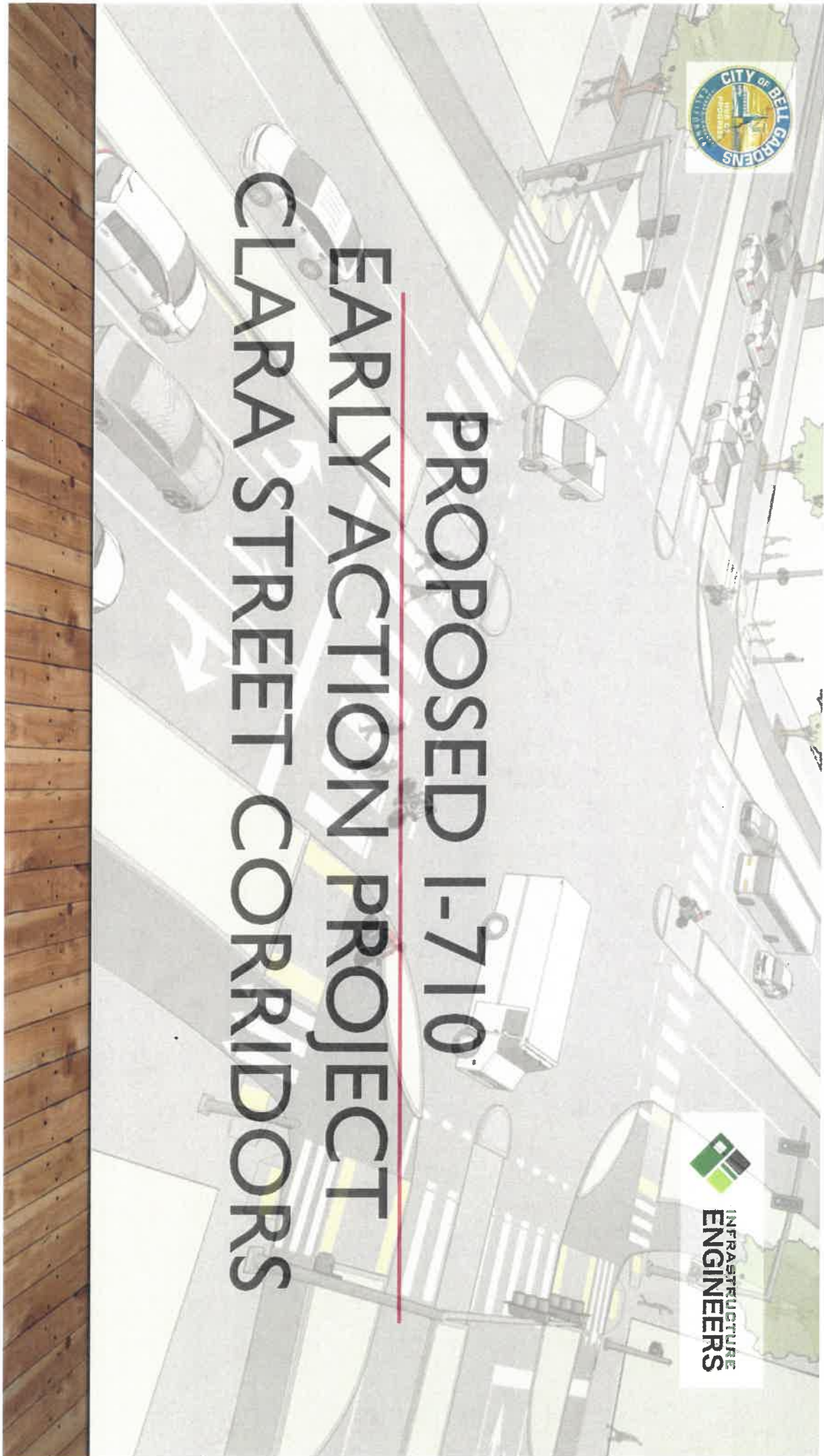
Presentation



PROPOSED I-710

EARLY ACTION PROJECT

CLARA STREET CORRIDORS



INTRODUCTION

- The California Department of Transportation (Caltrans), in cooperation with other agencies proposes to improve Interstate 710 Freeway in Los Angeles County between Ocean Boulevard and State Route 60.
- The I-710 Corridor is a vital transportation artery, linking the communities along it and the POLA and POLB to Southern California and beyond.

I-710 CORRIDOR PROJECT LOCATION



PROJECT PURPOSE AND NEED

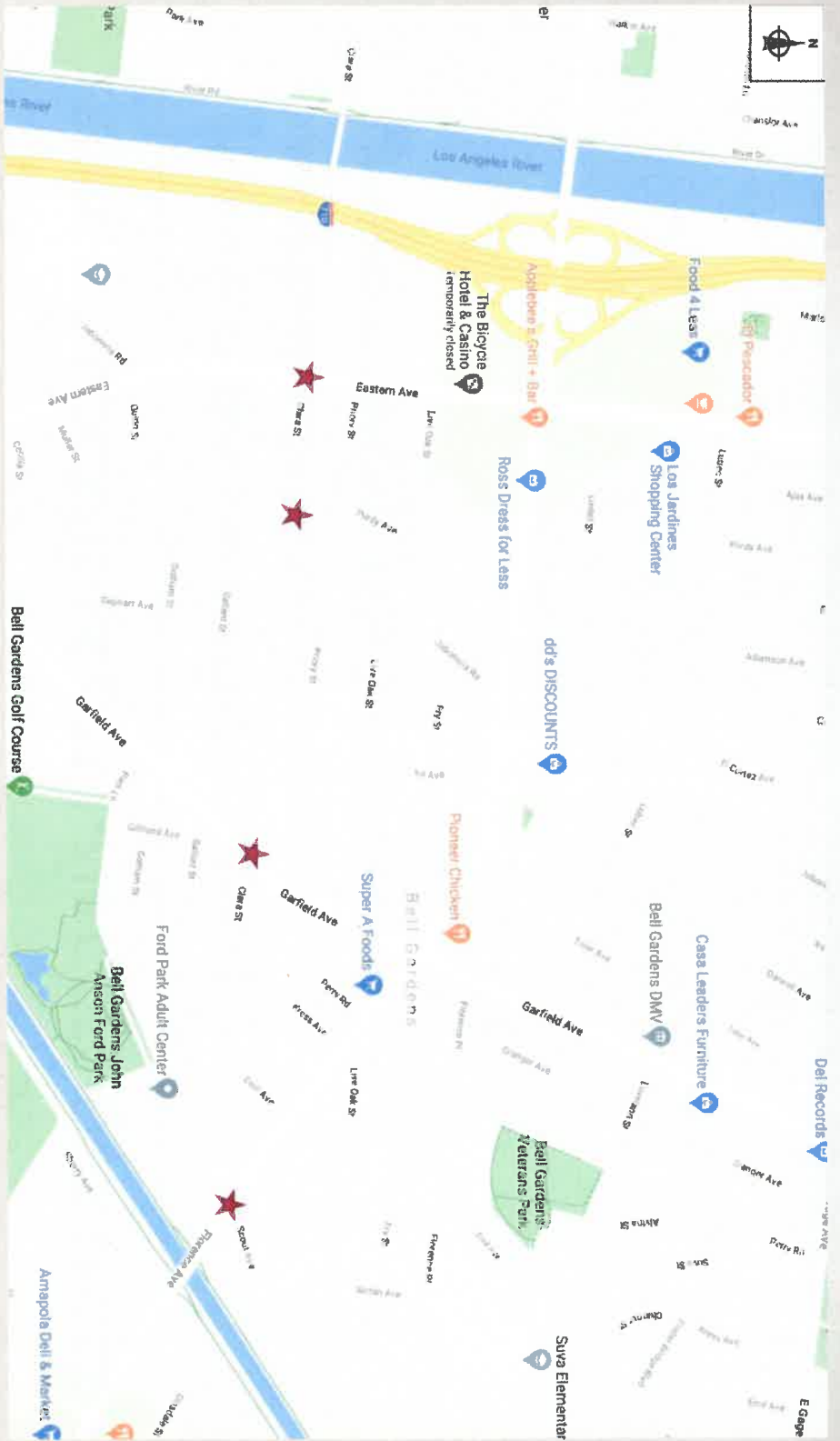
- Improve Air Quality & Public Health
- Improve Traffic Safety
- Modernize the Freeway Design
- Address Projected Traffic Volumes
- Address Projected Growth in Population, Employment and Activities related to Goods Movement (based on SCAG population projections and projected container volume increases at the two ports)

PROPOSED LOCATIONS FOR I-710 CORRIDOR PROJECT

- Intersection of Clara Street and Eastern Avenue
- Intersection of Clara Street Jaboneria Road
- Intersection of Clara Street and Garfield Avenue



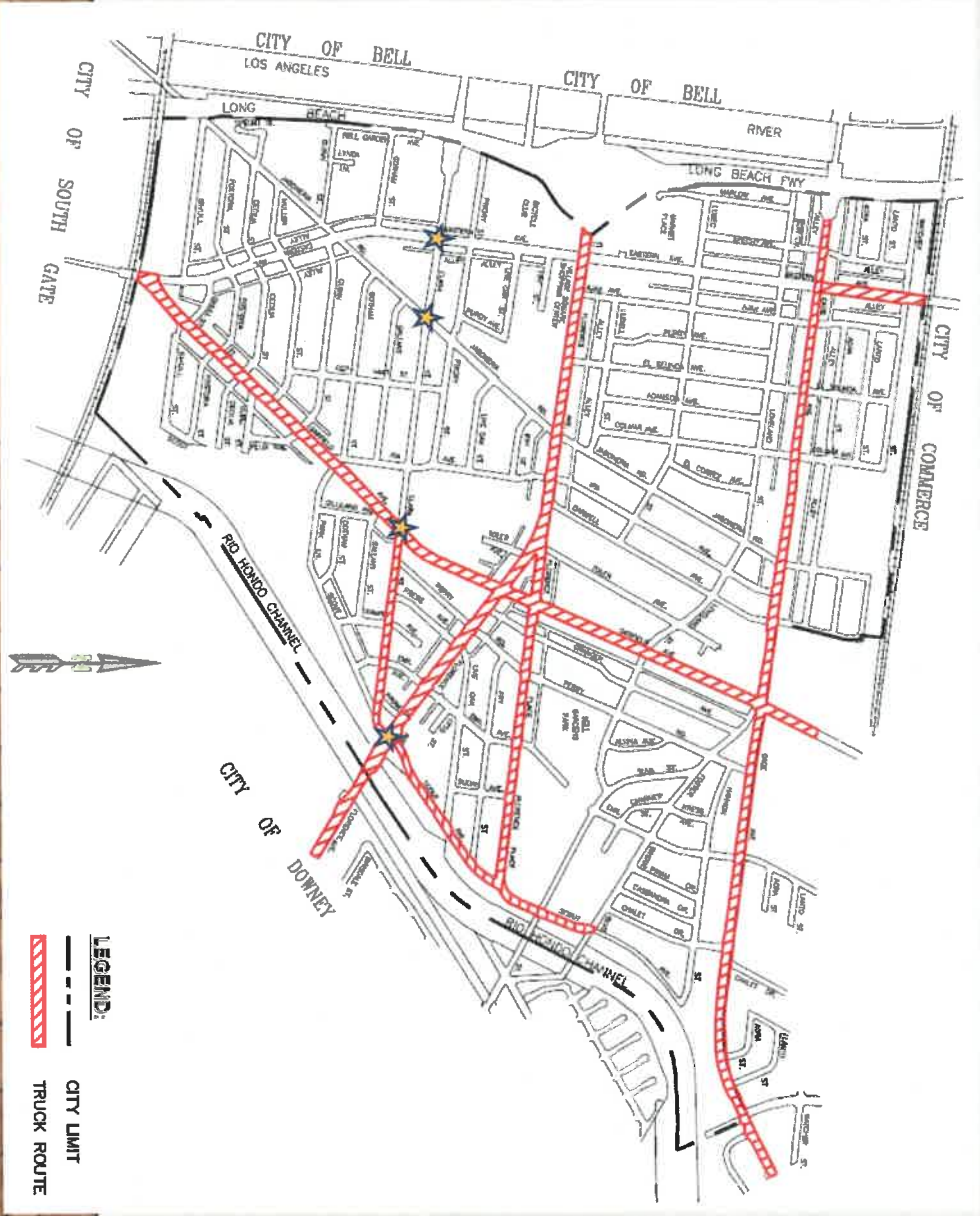
VICINITY MAP

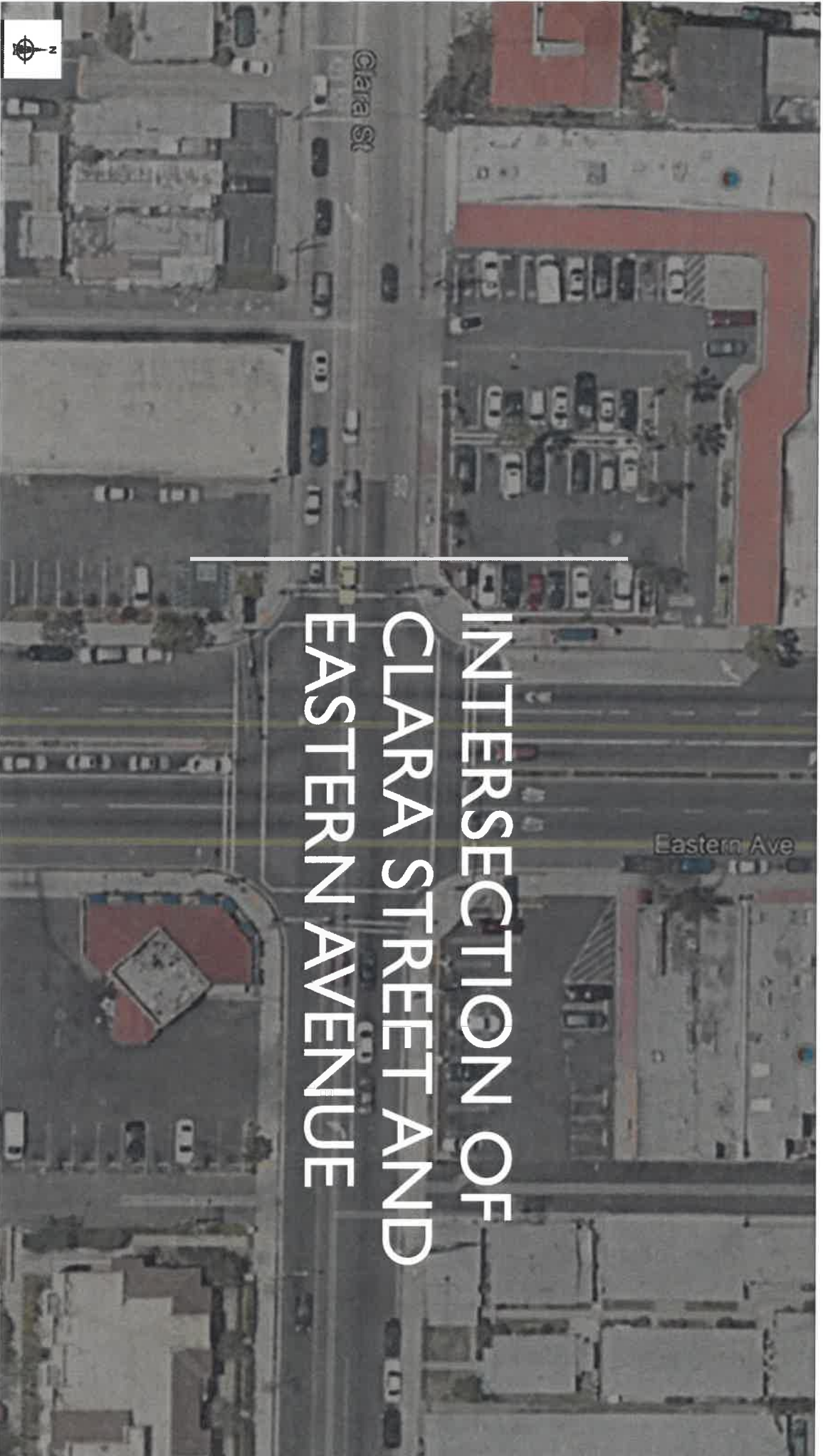


VICINITY MAP



CITY OF BELL GARDENS TRUCK ROUTE MAP

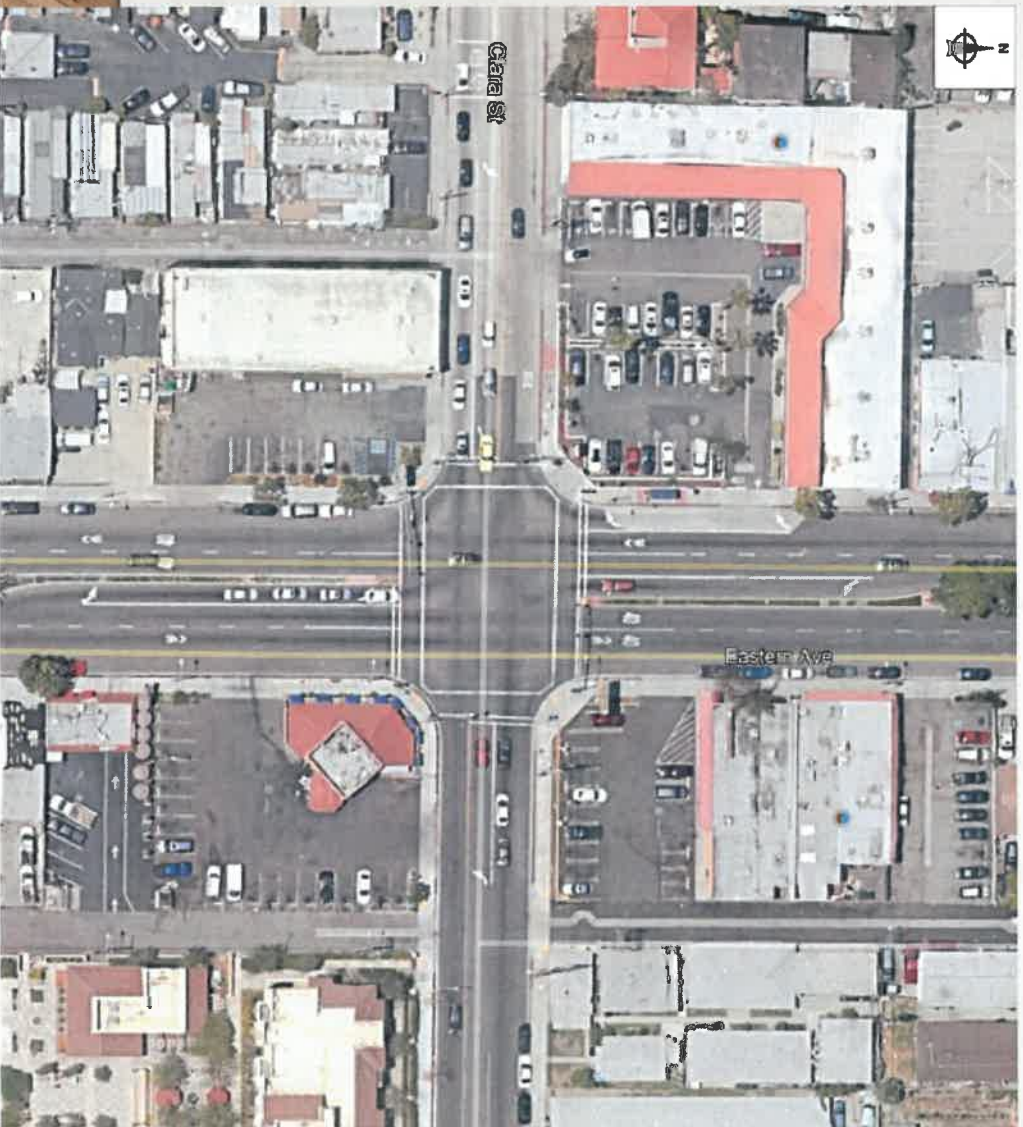




INTERSECTION OF
CLARA STREET AND
EASTERN AVENUE



Intersection of Clara Street and Eastern Avenue- Aerial Photograph



Intersection of Clara Street and Eastern Avenue- **Northbound**



Intersection of Clara Street and Eastern Avenue- **Southbound**

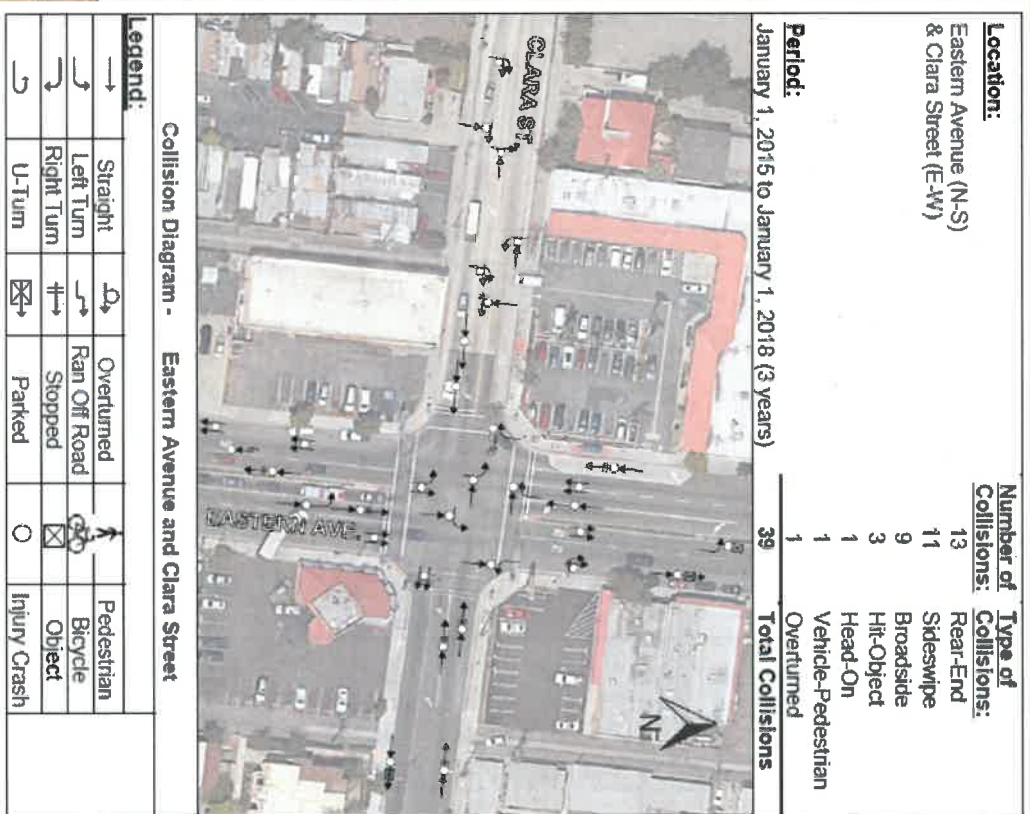


Intersection of Clara Street and Eastern Avenue- Collision Countermeasure

Priority Level	Intersection (Direction)	Traffic Control Type	Total Collision	Collision Type (# of Collisions)	Problematic Direction (# of Collisions)	Possible Collision Factor	Countermeasure
1	EASTERN AVE. (N-S) & CLARA ST. (E-W)	Signal	39	Rear-End (13)	NB (4) EB (3) SB (3) WB (3)	*Inadequate signal timing *Excessive speed *Driver Under the Influence of Alcohol or Drug	*Improve signal timing *Install advanced warning signs *Provide advanced dilemma zone detection
				Sideswipe (11)	NB (5) EB (1) SB (4) WB (1)	*Inadequate parking space *Inadequate pavement markings *Driver Under the Influence of Alcohol or Drug	*Restrict parking on Eastern Ave *Improve pavement markings *Police Enforcement
				Broadside (9)	NB (4) EB (2) SB (2) WB (1)	*Poor visibility of traffic signals *Inadequate signal hardware *Inadequate pavement markings	*Relocate obstructions such as utility wiring *Improve signal hardware *Improve pavement markings
				Hit-Object (3)	NB (2) WB (1)	*Obstructions in or too close to roadway	*Remove obstructions
				Head-On (1)	SB (1)	*Improper road maintenance	*Perform necessary road surface repairs
				Overtake (1)	SB (1)	*Poor delineation	*Install raised pavement markers and striping
				Vehicle-Pedestrian (1)	SB (1)	*Improper turn involving a bicyclist	*Install bike lanes

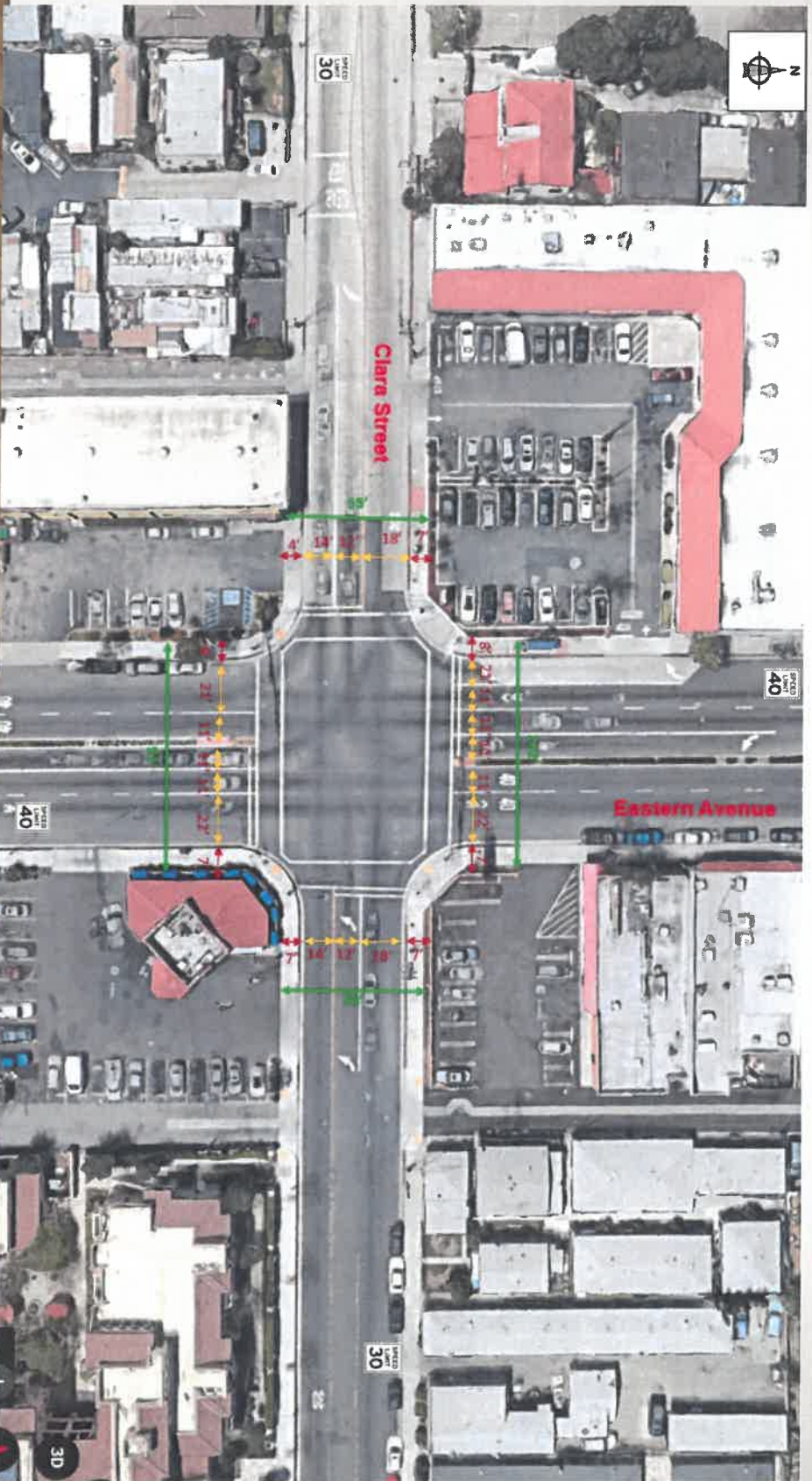
Note: Reported Collisions for Three (3) Years between 1/1/2015 and 1/1/2018
 N-S: North - South direction; E-W: East - West direction

Intersection of Clara Street and Eastern Avenue- Collision Diagram

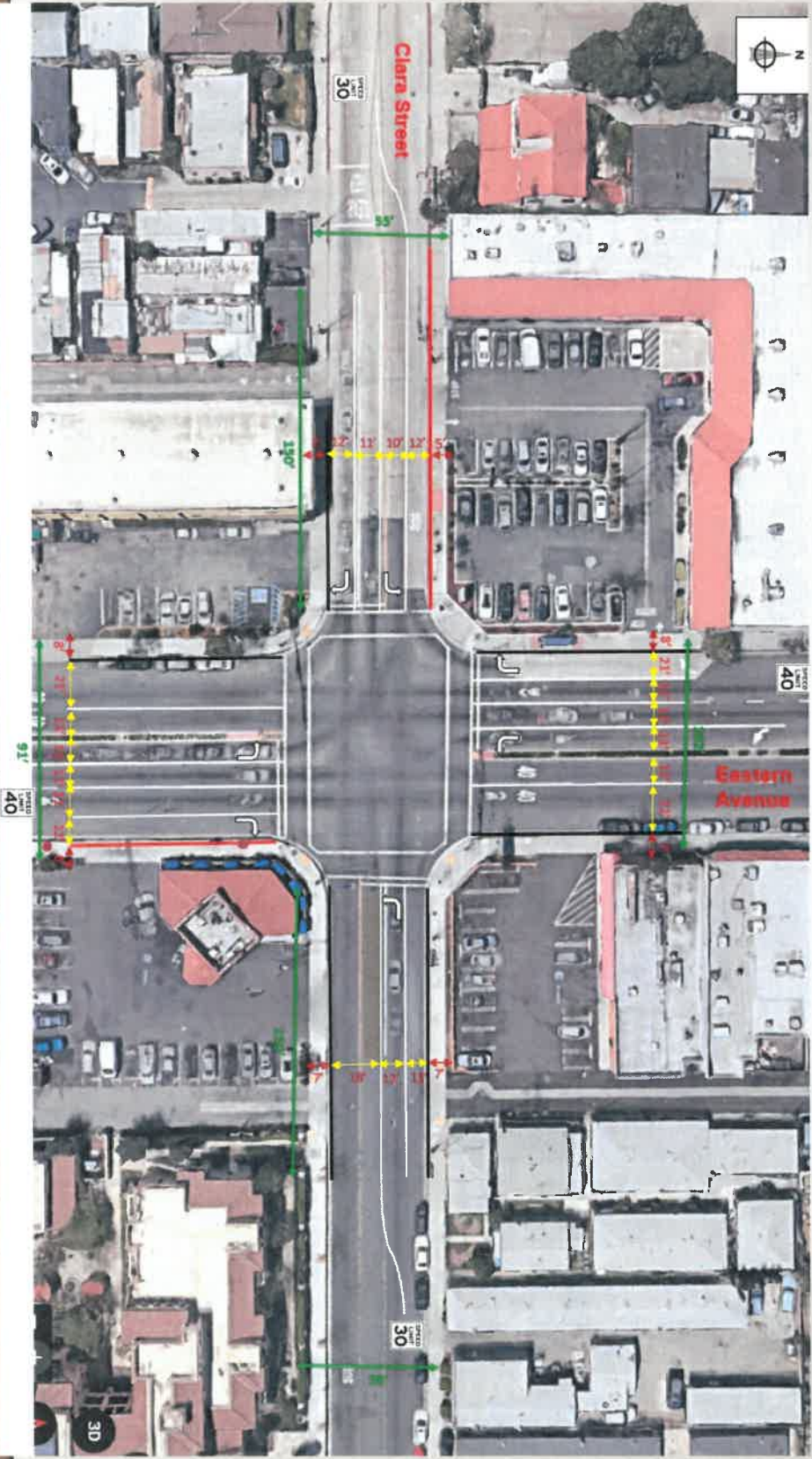


As shown in Table, the Eastern Avenue and Clara Street intersection had nine (9) broadside, thirteen (13) rear-end, eleven (11) sideswipe, three (3) hit-object, one (1) head-on, one (1) overturn, one (1) vehicle-pedestrian, and one (1) hit object related collisions among 39 total collisions during the last three (3) years.

Intersection of Clara Street and Eastern Avenue- Existing Conditions

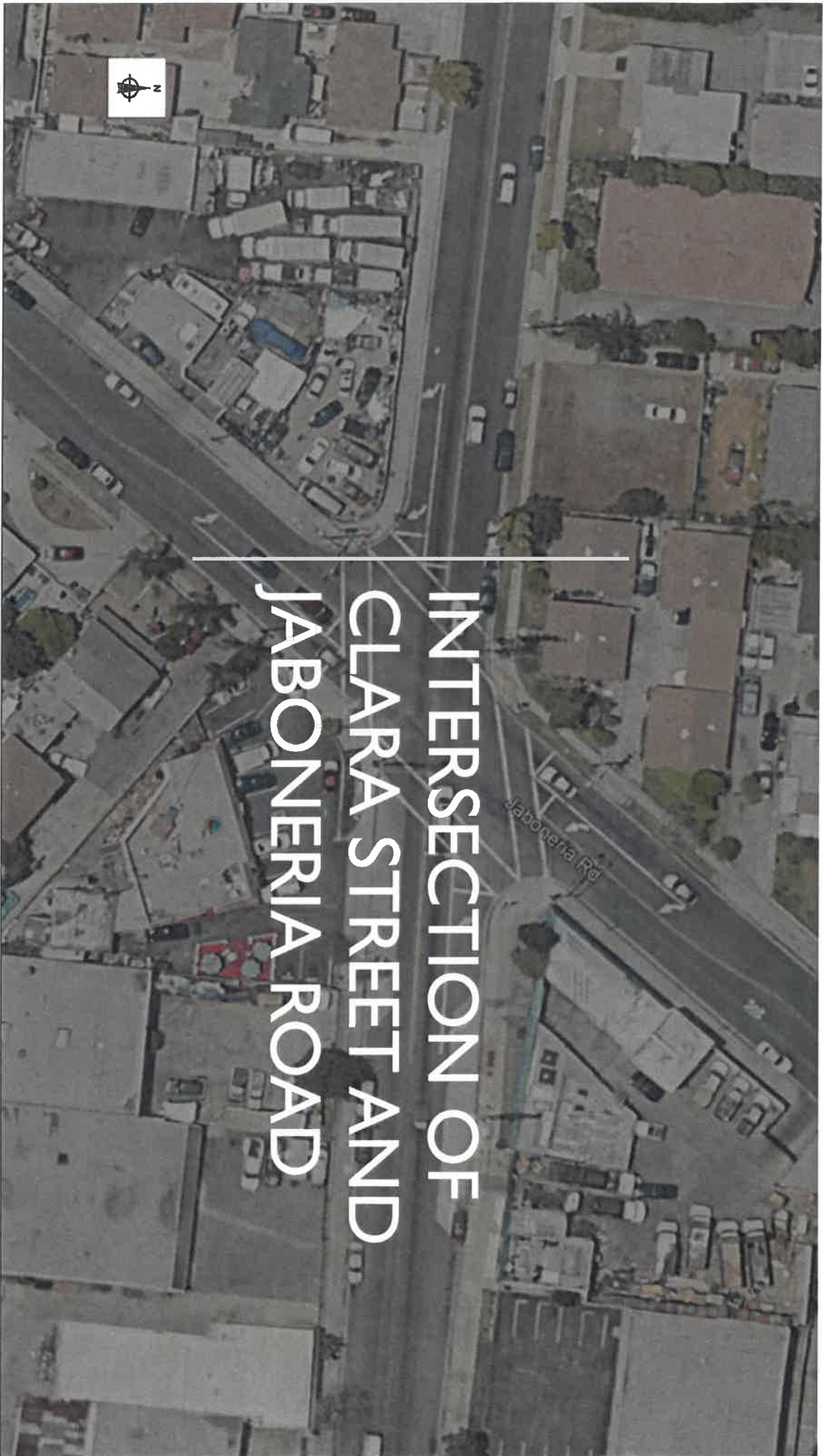


Intersection of Clara Street and Eastern Avenue- Proposed Improvements





INTERSECTION OF
CLARA STREET AND
JABONERIA ROAD



Intersection of Clara Street and Jaboneria Road- **Aerial Photograph**



Intersection of Clara Street and Jaboneria Road - **Northbound**



Intersection of Clara Street and Jaboneria Road - Southbound



Intersection of Clara Street and Jaboneria Road- Collision Countermeasure

Intersection (Direction)	Traffic Control Type	Total Collision	Collision Type (# of Collisions)	Problematic Direction (# of Collisions)	Possible Collision Factor	Countermeasure
JABONERIA RD. (N-S) & CLARA ST. (E-W)	Signal	9	Rear-End (4)	EB (1) WB (3)	*Inadequate pavement markings *Excessive speed	*Install raised pavement markers and striping *Paint speed limit pavement markings along Clara St
			Hit-Object (2)	SB (2)	*Sight obstructions	*Remove or relocate obstructions
			Broadside (1)	WB (1)	*Inadequate intersection lighting	*Improve intersection lighting
			Sideswipe (1)	WB (1)	*Driver under influence of Alcohol or Drug	*Police Enforcement
			Head-On (1)	EB (1)	*Sight obstructions	*Remove or relocate obstructions

Reported Collisions for Three (3) Years between 1/1/2015 and 1/1/2018

N-S: North - South direction; E-W: East - West direction

As shown in Table, the Jaboneria Road and Clara Street intersection had four (4) rear-end, two (2) hit-object, one (1) broadside, one (1) sideswipe, and one (1) head-on collision among 9 total collisions during the last three (3) years.



Intersection of Clara Street and Jaboneria Road - Collision Diagram

Location:	Number of Collisions:	Type of Collisions:
Clara Street (E-W)	4	Rear-End
& Jaboneria Road (N-S)	2	Hlt-Object
	1	Broadside
	1	Sideswipe
	1	Head-On
	9	Total Collisions

Period: January 1, 2015 to January 1, 2018 (3 years)



Collision Diagram -- Jaboneria Road and Clara Street

Legend:

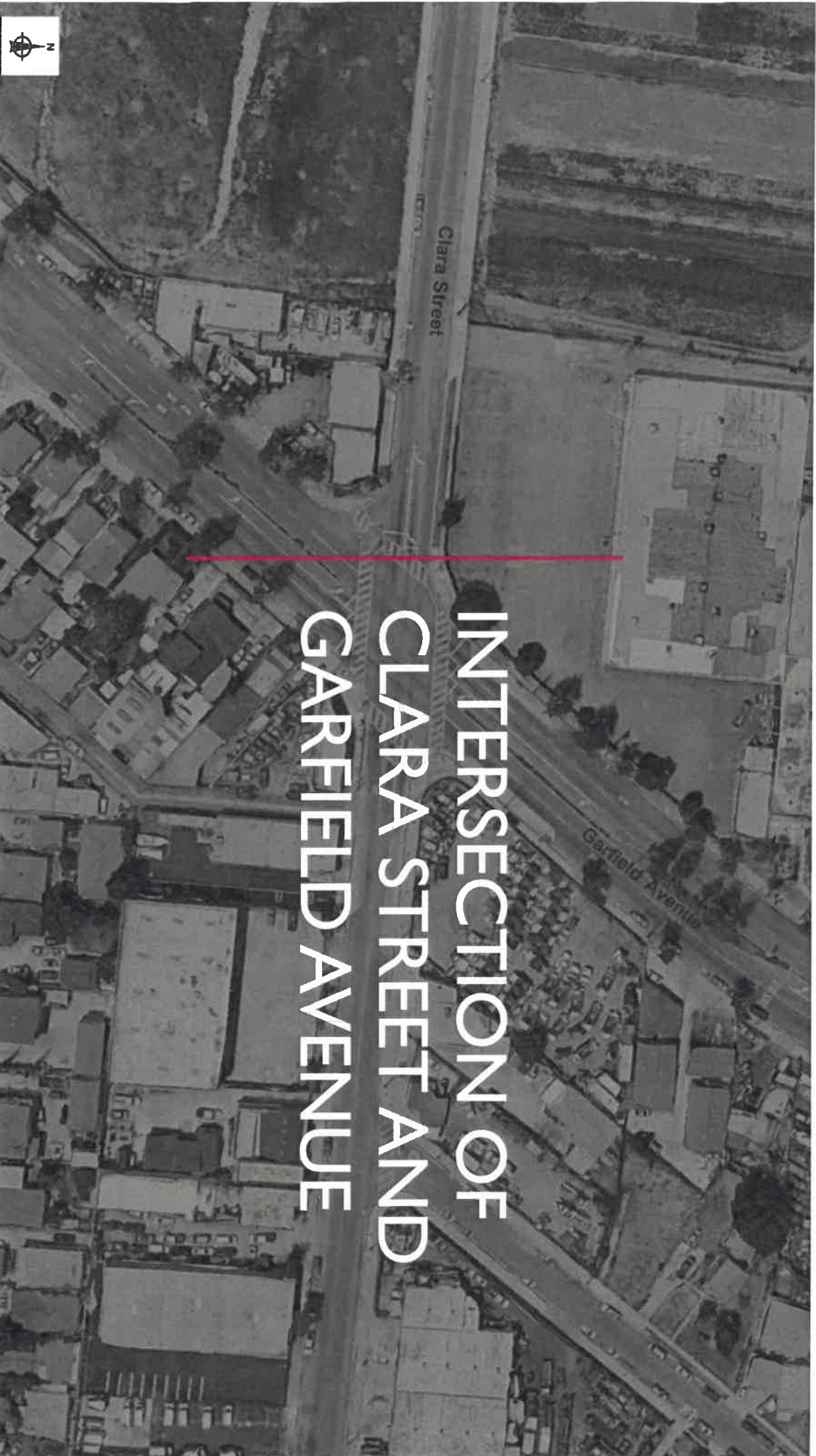
Symbol	Description	Symbol	Description
→	Straight	↺	Overturned
↵	Left Turn	↻	Ran Off Road
↷	Right Turn	⊠	Stopped
↶	U-Turn	⊞	Parked
		○	Injury Crash

Intersection of Clara Street and Jaboneria Road - Existing Conditions



Intersection of Clara Street and Jaboneria Road - Proposed Improvements





INTERSECTION OF
CLARA STREET AND
GARFIELD AVENUE

Intersection of Clara Street and Garfield Avenue- **Aerial Photograph**



Intersection of Clara Street and Garfield Avenue- **Northbound**



Intersection of Clara Street and Garfield Avenue- Southbound



Intersection of Clara Street and Garfield Avenue- Collision Countermeasure

Intersection (Direction)	Traffic Control Type	Total Collision	Collision Type (# of Collisions)	Problematic Direction (# of Collisions)	Possible Collision Factor	Countermeasure
GARFIELD AVE. (N-S) & CLARA ST. (E-W)	Signal	18	Broadside (5)	NB (3) SB (2)	*Inadequate protection for left-turn movement	*Provide protected left-turn phase on all approaches
			Sideswipe (5)	EB (1) SB (3) WB (1)	*Insufficient access control *Inadequate striping for channelization	*Install raised median on approaches *Repair all striping at all approaches
			Rear-End (3)	NB (2) WB (1)	*Inadequate advanced dilemma zone detection	*Provide advanced dilemma zone detection along Clara St
			Head-On (2)	NB (1) WB (1)	*Driver under Influence of Alcohol or Drug	*Police Enforcement
			Vehicle-Pedestrian (2)	SB (1) EB (1)	*Inadequate pedestrian crossing signal equipment *Faded crosswalk markings	*Upgrade all pedestrian equipment *Repaint crosswalk markings
			Hit-Object (1)	SB (1)	*Restricted visibility due to parking	*Restrict parking South of Garfield Ave

As shown in Table, the Garfield Avenue and Clara Street intersection had five (5) broadside, five (5) sideswipe, three (3) rear-end, two (2) head-on, two (2) Vehicle-Pedestrian, and one (1) hit-object collisions among the 18 total collisions during the last three (3) years.



Intersection of Clara Street and Garfield Avenue- Collision Diagram

Location:
Garfield Avenue (N-S)
& Clara Street (E-W)

Number of Collisions:	Type of Collisions:
5	Broadside
5	Sideswipe
3	Rear-End
2	Head-On
2	Vehicle-Pedestrian
1	Hit-Object
18	Total Collisions

Period:
January 1, 2015 to January 1, 2018 (3 years)



Collision Diagram -- Garfield Avenue and Clara Street

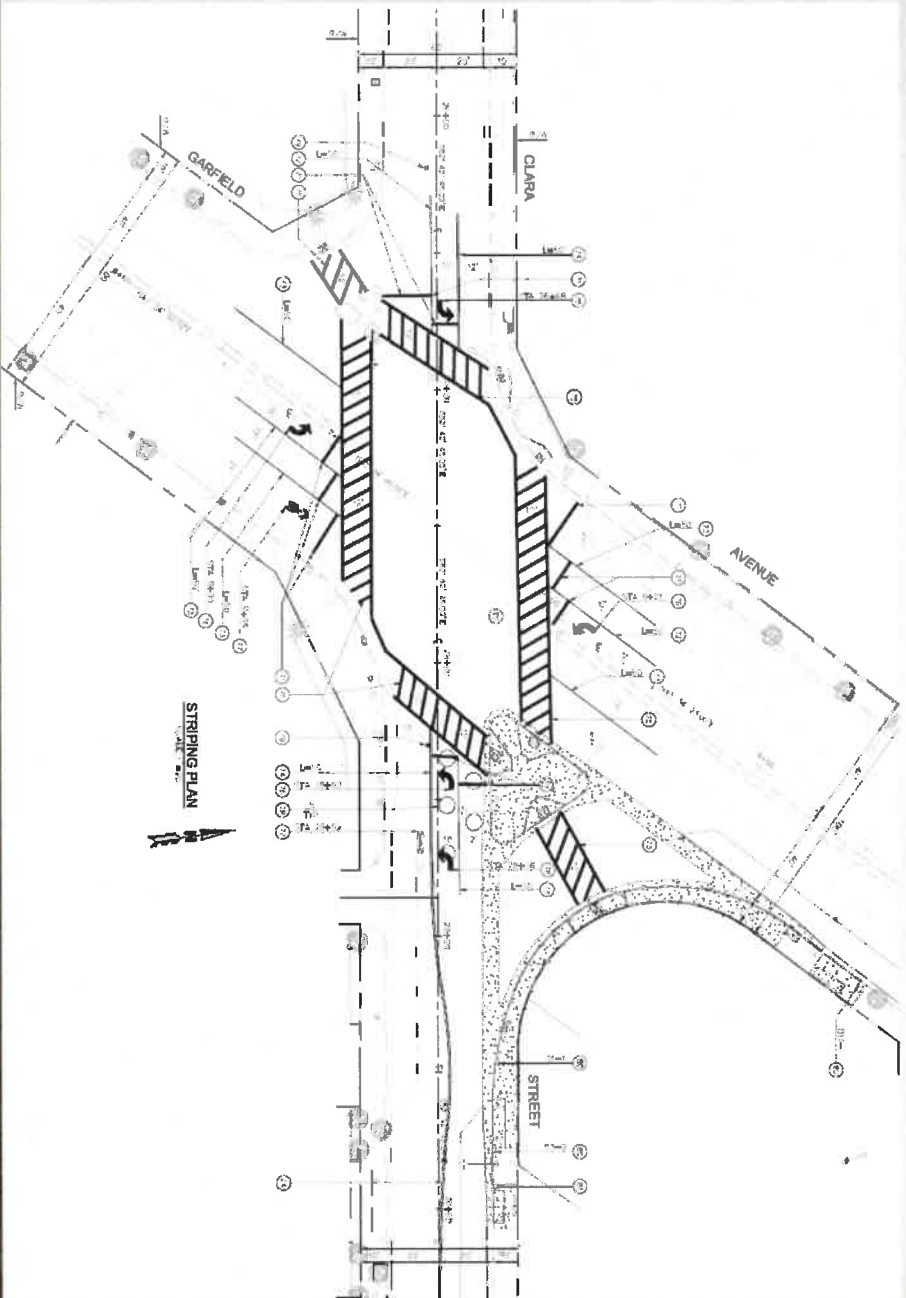
Legend:

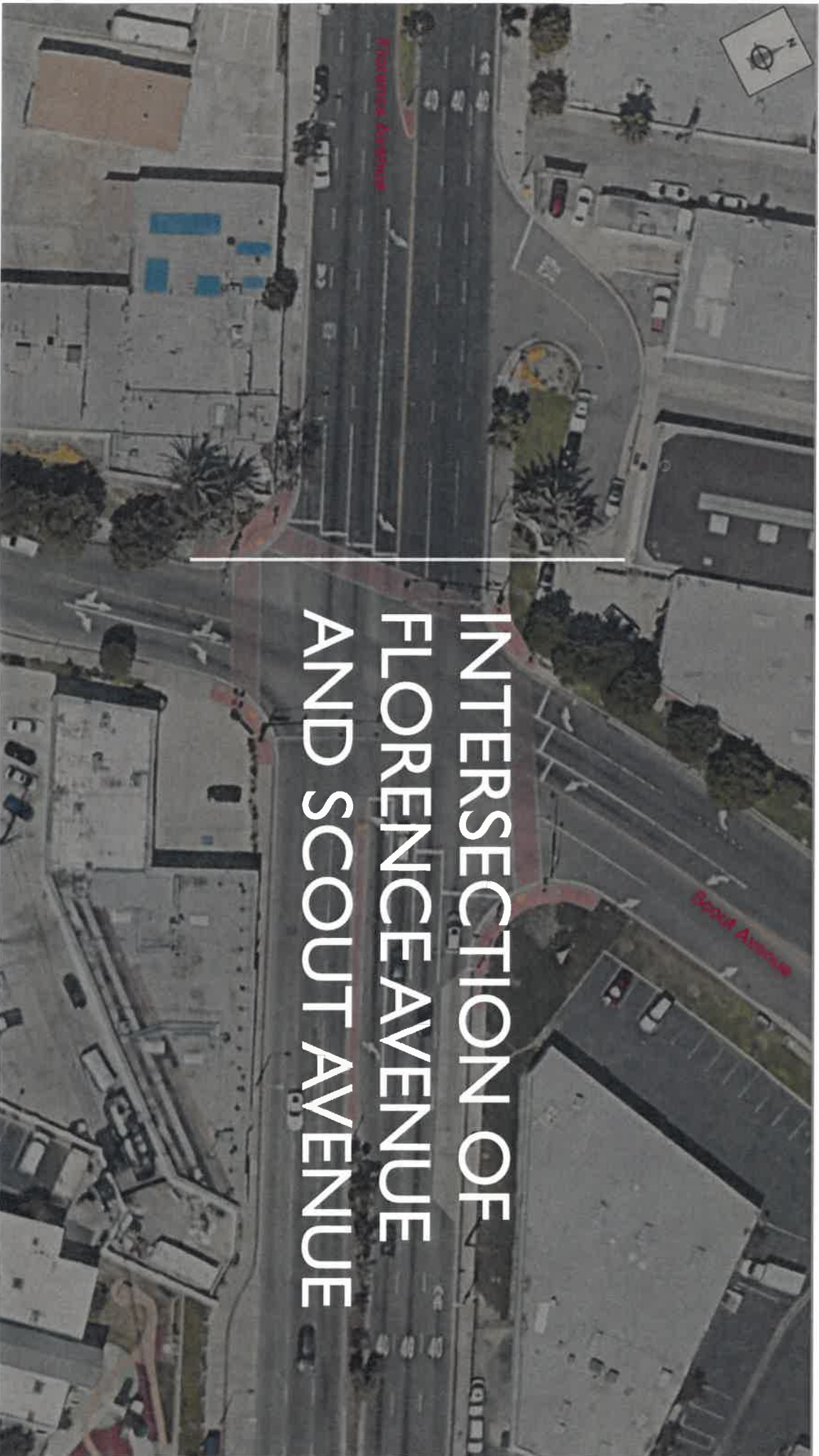
→	Straight	↺	Overturned	↑	Pedestrian
↵	Left Turn	↻	Ran Off Road	⊙	Bicycle
↷	Right Turn	⇄	Stopped	⊗	Object
↶	U-Turn	⊠	Parked	○	Injury Crash

Intersection of Clara Street and Garfield Avenue- Existing Conditions



Intersection of Clara Street and Garfield Avenue- Proposed Improvements





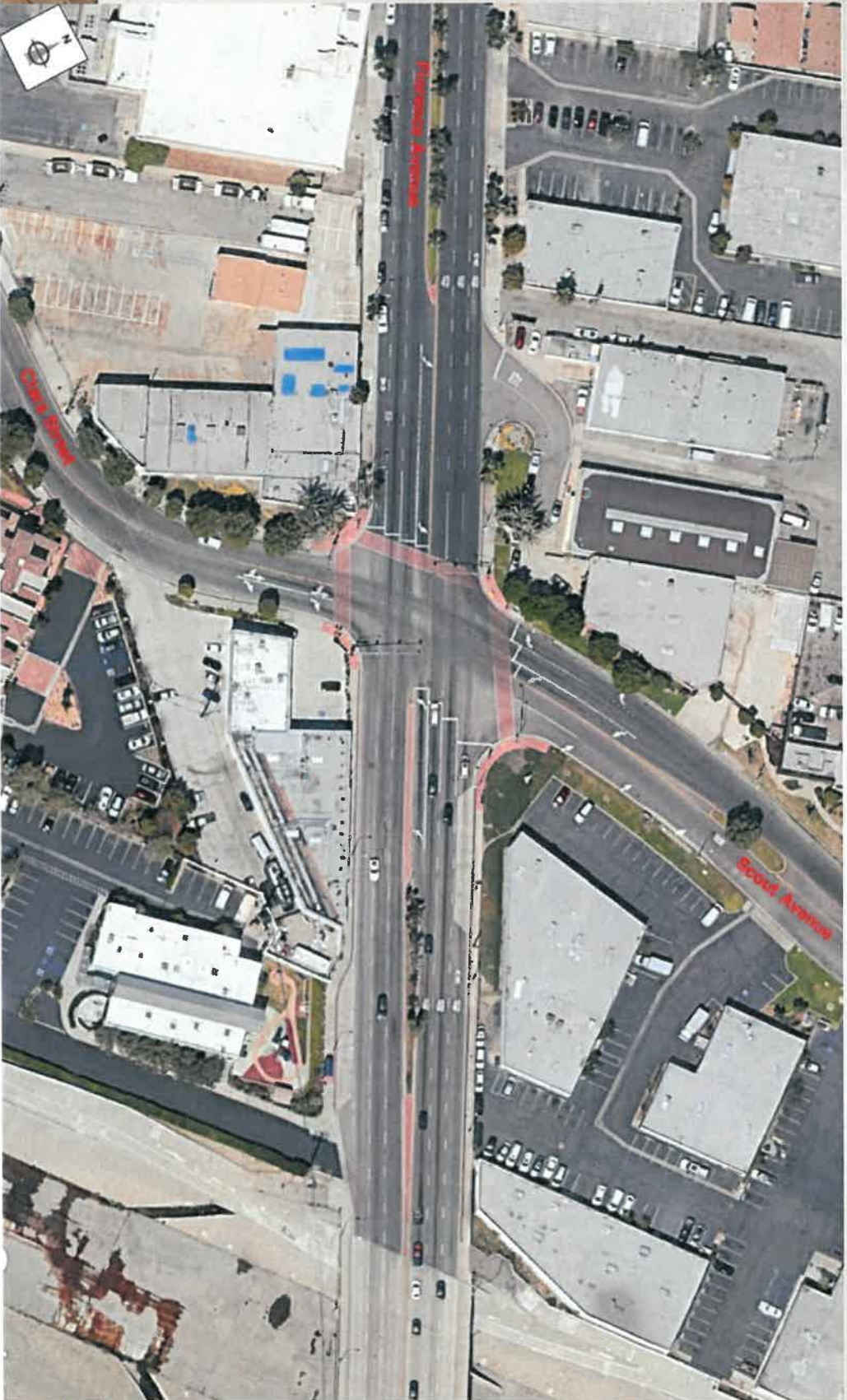
INTERSECTION OF
FLORENCE AVENUE
AND SCOUT AVENUE

Florence Avenue

Scout Avenue



Intersection of Florence Avenue and Scout Avenue- Aerial Photograph



Intersection of Florence Avenue and Scout Avenue- **Northbound**



Intersection of Florence Avenue and Scout Avenue- **Southbound**



Intersection of Florence Avenue and Scout Avenue- Collision Countermeasure

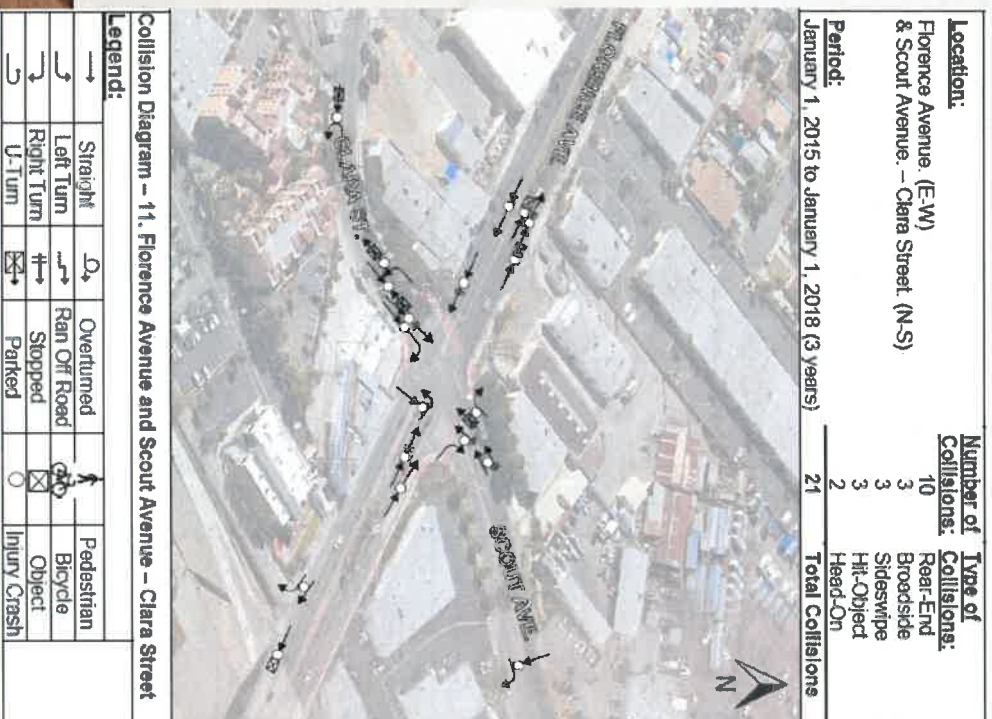
Priority Level	Intersection (Direction)	Traffic Control Type	Total Collision	Collision Type (# of Collisions)	Problematic Direction (# of Collisions)	Possible Collision Factor	Countermeasure
II	FLORENCE AVE (E-W) & SCOUT AVE – CLARA ST (N-S)	Signal	21	Rear-End (10)	EB (5) SB (1)	* Driver under Influence of Alcohol or Drug * Excessive speed	* Police Enforcement * Install or improve advance warning
				Broadside (3)	WB (4) NB (2) EB (1)	* Inadequate signal timing * Inadequate roadway surface conditions	* Improve signal timing * Perform necessary roadway surface repairs
				Sideswipe (3)	EB (1) SB (1) WB (1)	* Inadequate pavement markings and directional arrows	* Improve pavement markings and directions arrows
				Hit-Object (3)	EB (1) WB (2)	* Driver under Influence of Alcohol or Drug * Sight obstructions	* Police Enforcement * Remove or relocate obstructions
				Head-On (2)	NB (1) SB (1)	* Improper turn	* Install advance warning signs

Note: Reported Collisions for Three (3) Years between 1/1/2015 and 1/1/2018
N-S: North - South direction; E-W: East - West direction

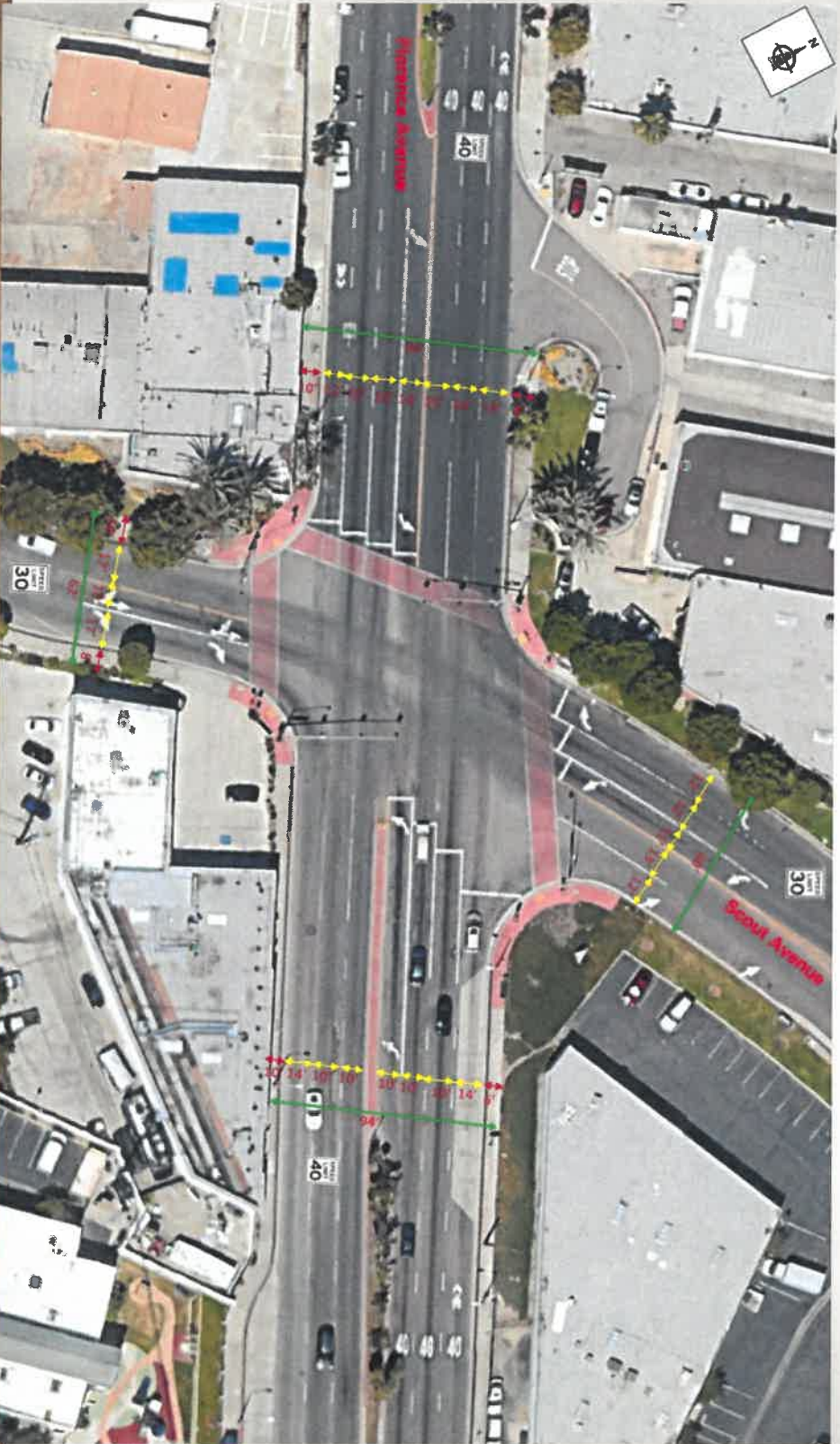
As shown in Table, the Florence Avenue and Scout Avenue – Clara Street intersection had ten (10) rear-end, three (3) broadside, three (3) sideswipe, three (3) hit-object, and two (2) head-on collisions among 21 total collisions during the last three (3) years.



Intersection of Florence Avenue and Scout Avenue- Collision Diagram



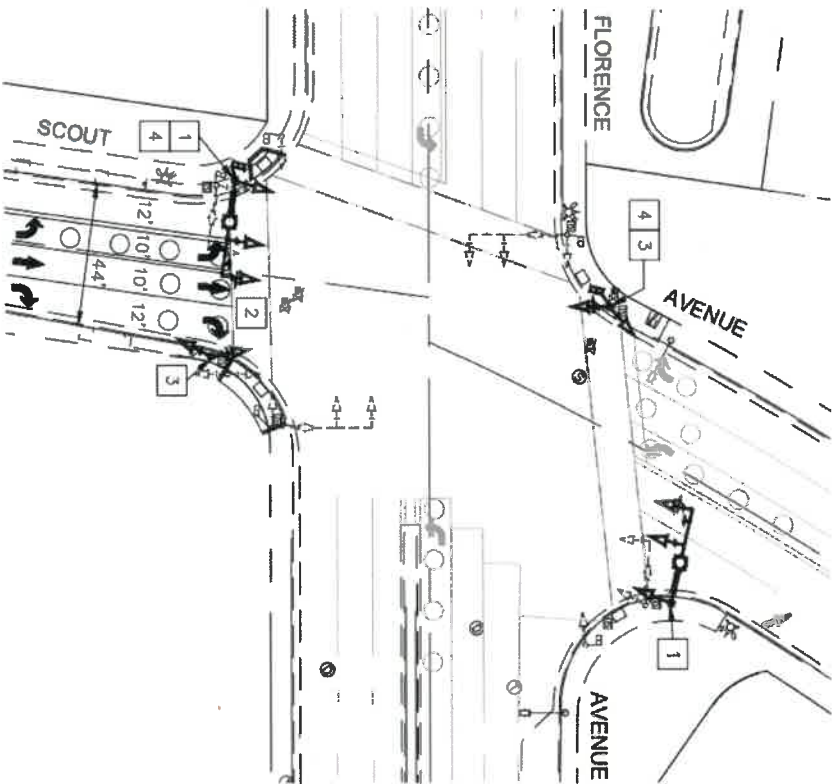
Intersection of Florence Avenue and Scout Avenue- Existing Conditions



Intersection of Florence Avenue and Scout Avenue- Proposed Improvements

GENERAL NOTES:

- 1 REMOVE EXISTING POLE AND FURNISH AND INSTALL NEW TYPE 24 SIGNAL POLE WITH MAST ARM, LUMINAIRE, VEHICLE HEADS, AND SIGNS AS NEEDED.
- 2 PLACE NEW STRIPING ON THE SOUTH LEG OF SCOUT AVENUE.
- 3 REMOVE EXISTING POLE AND FURNISH AND INSTALL NEW TYPE 1-A SIGNAL POLE WITH ONE SECTION VEHICLE HEAD AND ONE THREE SECTION VEHICLE HEAD.
- 4 FURNISH AND INSTALL NEW LED, COUNTDOWN, PEDESTRIAN SIGNAL FACE MODULE.





CITY OF BELL GARDENS

Public Works Department

MEMORANDUM

TO: Traffic and Safety Commission

**FROM: Chau Vu, Director of Public Works
Douglas Benash, P.E., City Engineer**

**SUBJECT: Traffic Safety Analysis – Del Rio Nursing Home & Speeding Along
Gage Avenue**

DATE: August 4, 2020

BACKGROUND/DISCUSSION:

The City received a request from a resident concerned about motorists exceeding the posted 35 miles per hour (MPH) speed limit along Gage Avenue between Pacific Drive and Agra Street near the Del Rio Nursing Home.

The Traffic Engineer completed the attached Traffic Safety Analysis. The Analysis reviewed speed limits along Gage Avenue, the current settings, sight distance and traffic collisions.

Based on the review, presented facts, field review and no speed related accidents on Gage Avenue and Agra Street, the following recommendations were presented to address the speeding complaint.

- In an effort to improve safety and driver compliance to the posted speed limits, the existing speed limit signs for both eastbound and westbound Gage Avenue should be increased in size (36 inch by 45 inch) with new diamond grade signs to increase the reading/visibility distance of the posted speed limit.
- As budget permits, the extra-large speed limit signs installed in step 1 should be replaced with solar powered radar feedback signs in the eastbound direction on East Gage Avenue before Pacific Street and in the westbound direction on East Gage Avenue before Agra Street.

RECOMMENDATION:

Therefore, it is staff's recommendation that the Traffic & Safety Commission by motion;

Approve the replacement of the posted speed limit signs for both eastbound and westbound Gage Avenue to a larger new diamond grade signs 36 inch by 45 inch in diameter to increase the reading/visibility distance of the posted speed limit; and

Authorize staff to pursue funding for solar powered radar feedback signs for eastbound direction of East Gage Avenue before Pacific Street and westbound direction of East Gage Avenue before Agra Street.

FISCAL IMPACT:

The installation of the larger diamond grade signs will be approximately \$750 and is available in this fiscal year Street Maintenance budget.

ATTACHMENTS:

Traffic Safety Analysis



CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Chau Vu, Director of Public Works
Doug Benash, City Engineer

FROM: Dennis D. Barnes, MSCE, PE, TE
Consulting Traffic Engineer

SUBJECT: TRAFFIC SAFETY ANALYSIS
Del Rio Nursing Home, Speeding Along Gage Avenue

DATE: July 27, 2020

BACKGROUND

The City received a request from a resident concerned about motorists exceeding the posted 35 miles per hour (MPH) speed limit along Gage Avenue between Pacific Drive and Agra Street near the Del Rio Nursing Home. Figure 1 presents a large aerial view of the subject study area while Figure 2 presents a close-up view of the subject location.



Figure 1 – Aerial View of Study Area and Gage Avenue

Traffic Safety Analysis
Del Rio Nursing Home, Speeding
Along Gage Avenue at Chalet Drive
June 22, 2020



Figure 2 – Close Up View of Site Location Del Rio Convalescent Center (red tear drop)



Figure 3 – Street View of Del Rio Convalescent Center Looking East on East Gage Avenue



Figure 4 – Street View of Del Rio Convalescent Center Looking East on Gage Avenue

Speed Limits Along Gage Avenue

The California Manual of Uniform Traffic Control Devices (MUTCD) and the California Vehicle Code (CVC) govern how speed limits are required to be established. Those requirements state that speed limits must be established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Very few exceptions can be made to establishing the speed limit lower than the 85th percentile however the frequency of traffic collisions is the primary exception. If a roadway segment has a higher than expected number of traffic collisions the Traffic Engineer may recommend one single 5 miles per hour (MPH) reduction from the 85th percentile. That exception could not be justified along East Gage Avenue because the number of expected traffic collisions was significantly less than that is expected on this type of roadway.

The speed limit along East Gage Avenue from the Pacific Avenue to Agra Street is posted at 35 MPH based on findings of the 2010 Engineering & Traffic (E&T) survey. Prior to that survey those segments of East Gage Avenue were also posted at 35 MPH. E&T surveys are conducted every 5 years therefore the most recent E&T survey was conducted in 2015. That survey confirmed the 35 MPH speed limit is still appropriate. Recently the consultant traffic engineer drove this segment of East Gage Avenue and confirmed that the current speed limit is still appropriate for this roadway.

Enforcement of speed limits along East Gage Avenue is one of the tasks of the City of Bell Gardens Police Department. Review of the City streets for speeding is observed and performed by police department staff on a daily basis during their patrol of the local streets.

SETTING

The Del Rio Convalescent Center is located east of the Agra Street intersection as shown in Figures 2,3 and 4. A field review of East Gage Avenue revealed that this secondary highway is 64 feet wide and carries two lanes of traffic in each direction. There is a center median left-turn lane at the Chalet Drive and Agra Street intersections within the study area between Pacific Avenue to

Agra Street. The average daily traffic volume on this roadway is approximately 24,000 vehicles per day in the study area.

Also, there are painted speed limit legends of 35 mph for the westbound direction of Gage Avenue starting near Agra Street. In the eastbound direction of East Gage Avenue, there are painted 35 mph legends west of Pacific Avenue and east of Emil Avenue and near the driveway entrance to the Del Rio Convalescent Center (see Figure 4). Also there is painted red curb on both sides of the street which makes this area of Gage Avenue seem wide open and conducive to speeding.

ANALYSIS

To evaluate the speeding and safety complaint, this analysis reviewed traffic count volumes, as previously discussed, reviewed geometric sight distance in the field and researched traffic collision history over the last 3-year period.

Sight Distance

Determination of safe sight distance along East Gage Avenue relates to vehicle speeds. The Manual of Uniform Traffic Control Devices (MUTCD) publishes a chart indicating the safe stopping sight distance based on vehicle speeds.

For this analysis, a review was made of the distance that is needed by a vehicle traveling east on East Gage Avenue to come to a complete stop. The purpose was to determine how much distance is needed to stop if they encounter a vehicle entering the roadway from the side streets of Agra Street and Chalet Drive or the driveways along East Gage Avenue.

As shown in the table to the right, the safe stopping sight distance for East Gage Avenue motorists with a posted speed limit of 35 MPH is 250 feet. However, with this open roadway, vehicles are typically driving eastbound on East Gage Avenue from Pacific Avenue at speeds closer to 40 MPH. Therefore, the recommended safe sight distance would be 305 feet as highlighted in yellow in the table.

Stopping Sight Distance as a Function of Speed	
Speed	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

Source: MUTCD Table 6C-2

Motorists stopped on the side streets of Agra Street, Chalet Drive and driveways waiting for traffic to clear before entering onto Gage Avenue have an excellent 400 feet of clear sight distance to view eastbound vehicles traveling along East Gage Avenue.

Clear sight distance for westbound East Gage Avenue vehicles is more restrictive. Vehicles parked along the north side of Gage Avenue east of the Agra Street restrict sight distance to approximately 150 feet. Based on observed 40 MPH speeds along this portion of Gage Avenue it is appropriate to increase sight distance to approximately 300 feet.

Traffic Collisions

A traffic collision summary report was derived via records provided by Statewide Integrated Traffic Reporting System (SWITRS) for the time period of 2012-2019 which showed that only 2 traffic collisions were reported at the intersection of Gage Avenue and Agra Street. None of these reported collisions were speed related. Figure 5 shows the collision diagram for this intersection.

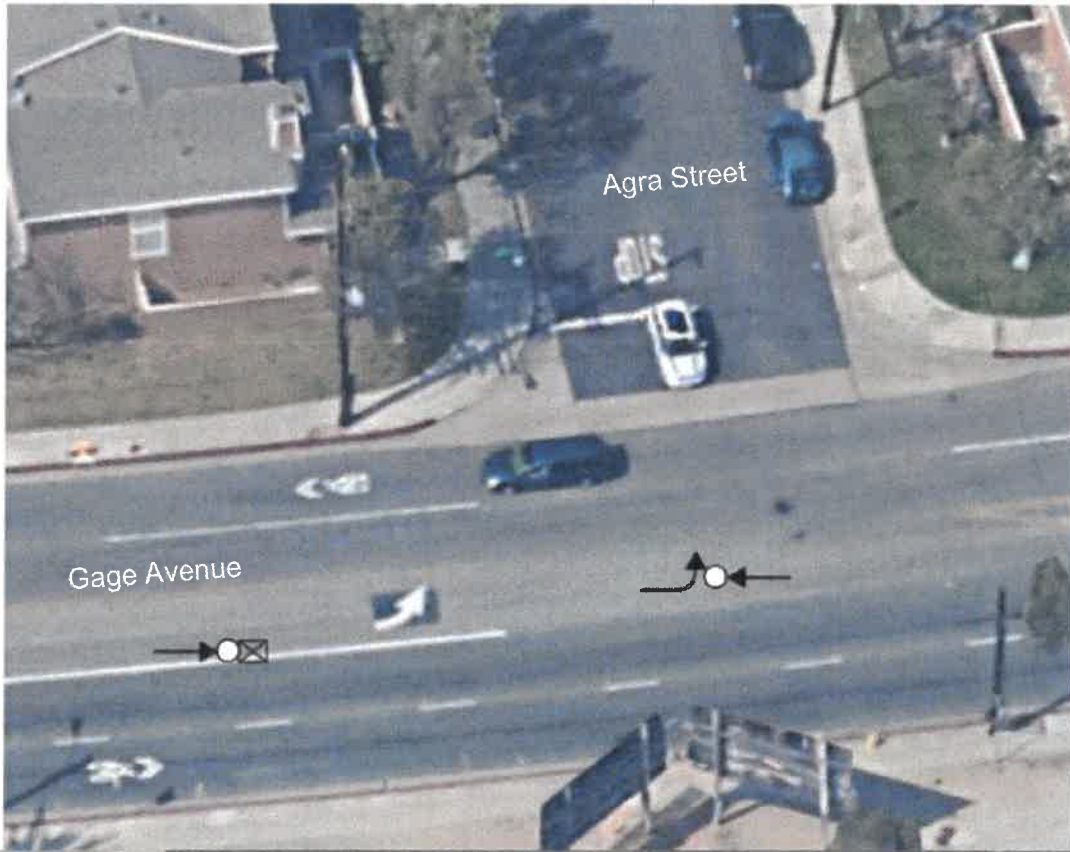
Traffic Safety Analysis
 Del Rio Nursing Home, Speeding
 Along Gage Avenue at Chalet Drive
 June 22, 2020

COLLISION DIAGRAM

Primary Street:
 Gage Avenue
 Secondary Street:
 Agra Street
 Time Period:
 2012-2019
 Agency Name:
 City of Bell Gardens

Mapping Summary	
Fatal Collision	0
Injury Collision	2
Mapped	2
Not Drawn	0
Total	2

→ Straight	🚶 Pedestrian
↶ Left Turn	🚲 Bicycle
↷ Right Turn	☒ Object
↺ U-Turn	● Fatal Crash
↻ Overturned	○ Injury Crash
↘ Ran Off Road	
⏸ Stopped	
🅇 Parked	



CONCLUSIONS

1. Installation of larger diamond grade speed limit signs (36 inch by 45 inch) for eastbound and westbound Gage Avenue will increase the distance that drivers can read the signs and make them aware of the posted speed limit.
2. Installation of solar powered radar speed feedback sign will provide a more positive means of informing motorists of the posted speed limit during all hours of the day and night.

Traffic Safety Analysis
Del Rio Nursing Home, Speeding
Along Gage Avenue at Chalet Drive
June 22, 2020

RECOMMENDATIONS

Based on a review of the available information, presented facts, a field review, and no speed related accidents at Gage Avenue and Agra Street, the following recommendations are presented to address the speeding complaint:

1. In an effort to improve safety and driver compliance to the posted speed limits, the existing speed limit signs for both eastbound and westbound Gage Avenue should be increased in size (36 inch by 45 inch) with new diamond grade signs to increase the reading/visibility distance of the posted speed limit. This is an inexpensive way to improve traffic safety along Gage Avenue and help reduce speeding.
2. As budget permits, the extra-large speed limit signs installed in step 1 should be replaced with solar powered radar feedback signs in the Eastbound direction on East Gage Avenue before Pacific Street and in the Westbound direction on East Gage Avenue before Agra Street.



**CITY OF BELL GARDENS
Public Works Department
MEMORANDUM**

TO: Traffic and Safety Commission

**FROM: Chau Vu, Director of Public Works
Dennis D. Barnes, MSCE, PE, TE, Consulting City Traffic Engineer**

SUBJECT: Florence Avenue at Perry Road Installation of Keep Clear Legend

DATE: August 4, 2020

BACKGROUND/DISCUSSION:

At a City Council meeting, it was mentioned by a business owner that there is congestion and vehicle back-ups at the intersection of Florence Avenue and Perry Road on Perry Road. The backup of vehicles on southbound Perry Road makes it difficult for residents to exit the shopping center into the southbound through travel lane and gain access to the signalized intersection. This complaint was expressed to the Director of Public Works by one of the business owners that shoppers using the Dollar Warehouse driveway cannot gain access onto Perry Road due to the backup of vehicles from the traffic signal.

In response to the business owner's concerns, the consultant traffic engineer made a field observation of the intersection to evaluate possible solutions to the complaint. The field review indicated that the installation of a "Keep Clear" pavement legend in the southbound through traffic lane and a Caltrans "Do Not Block Intersection" R10-7 sign was the appropriate solution at this time.

Based on the traffic engineer's analysis of the Florence Avenue at Perry Road intersection, the following findings and conclusions are presented to the Traffic Commission:

1. Vehicle backups occur along the southbound Perry Road approach to the Florence Avenue signal. These backups often block the unsignalized driveway of Perry Road and the Dollar Warehouse driveway.
2. Eight (8) injury traffic collisions were reported at the intersection of Florene Avenue and Perry Road over a four (4) year period between 1/1/2016 and 12/31/2019. The majority of the eight accidents involved left-turn movements within the intersection. None of these accidents were reported on Perry Road nor would they be

susceptible to correction by the installation of "Keep Clear" Legends on Perry Road. See attached collision diagram.

3. A review of the existing signal timing should be done to see if minor changes in the signal timing would help reduce the accidents and vehicle backups in the intersection.

RECOMMENDATION:

It is staff's recommendation that the Traffic and Safety Commission approve the following:

1. Direct staff to install "Keep Clear" legends on southbound Perry Road in the through lane only at the Dollar Warehouse Discount driveway and install a Caltrans "Do Not Block" Intersection" R10-7 sign as shown in the attached exhibit.

FISCAL IMPACT:

The striping work will be done by City staff and the estimated cost for the sign and post is \$500.

ATTACHMENTS:

Aerial View of Florence Avenue at Perry Road Showing Location of Requested Keep Clear Legends

Collision Diagram for Florence Avenue at Perry Road

Florence Avenue at Perry Road

Install a "Keep Clear" Legend and two 8 inch White Limit Lines as shown in the area of the yellow box

Install a R10-7 sign on a square channel post



Florence Avenue at Perry Road

COLLISION DIAGRAM

Hide

Print Preview

Map Information

Primary Street:

Florence Avenue

Secondary Street:

Perry Road

Time Period:

2016-2019

Agency Name:

Bell Gardens

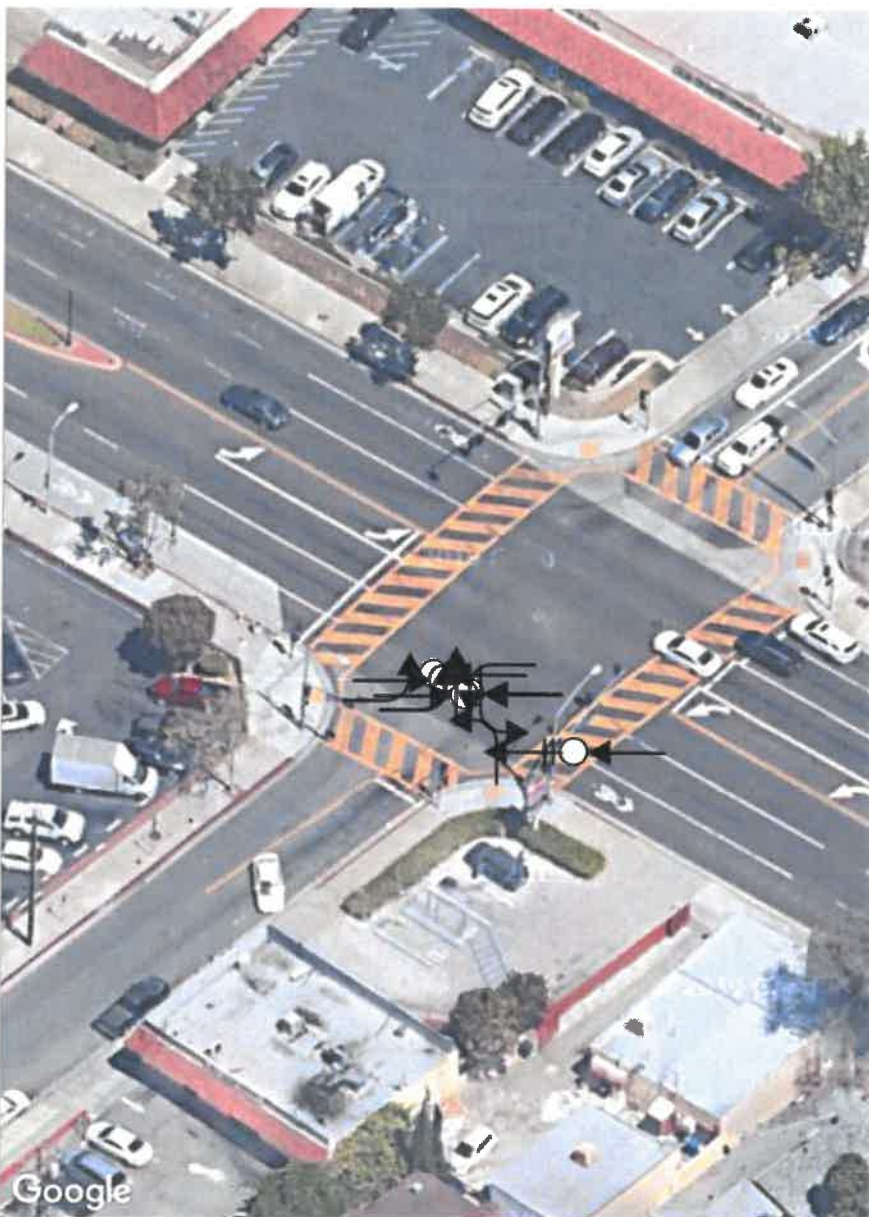
Legend

Mapping Summary

Fatal Collision	0
Injury Collision	8
Mapped	8
Not Drawn	0
Total	8

Collision Filtering

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Map Opacity:

Icon Size:

