

AGENDA

Meeting TRAFFIC & SAFETY COMMISSION

**7100 Garfield Avenue
Bell Gardens, CA 90201
September 1, 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 AUGUST 4, 2020
8. INSTALLATION OF PARKING "T" MARKINGS IN RESIDENTIAL AREAS
9. COMMENTS FROM STAFF
10. COMMENTS FROM COMMISSIONERS
11. ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, OCTOBER 6, 2020

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

TRAFFIC & SAFETY COMMISSION

CITY OF BELL GARDENS

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

**Meeting
Tuesday, September 1, 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**

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

August 4, 2020

- CALL TO ORDER:** Chairperson Gavilanes called the virtual Traffic & Safety Commission Meeting to order at 5:35 p.m.
- ROLL CALL:** Secretary, Veronica Sanchez took roll call.
- PRESENT:** Chairperson Jayson Gavilanes, Vice-Chairperson David Heredia and Commissioner Victor Barbosa were present. Chau Vu, Director of Public Works, Doug Benash, City Engineer, Dennis Barnes, Traffic Engineer and Veronica Sanchez, Secretary were also present.
- INVOCATION:** Ms. Vu led the invocation.
- PLEDGE OF ALLEGIANCE:** Vice-Chairperson Heredia 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 Barbosa made the motion and second by Commissioner Heredia to close public participation.
- APPROVAL OF MINUTES OF FEBRUARY 3, 2020:** Commissioner Barbosa made the motion to approve and Vice-Chairperson Heredia second the motion.
- CLARA STREET CORRIDOR IMPROVEMENTS GRANT APPLICATION I-710 EARLY ACTION PROGRAM FUNDS:** Chau Vu gave the report. Staff has obtained grant funding through I-710 Early Action Program. The attached is the Power Point Presentation of concepts for which staff will pursue funding for the Clara Street Corridor Project. There are four proposed intersections, Clara Street and Eastern Avenue, Clara Street and Jaboneria Road, Clara Street and Garfield Avenue and Scout Avenue (which turns into Clara) at Florence Avenue. The project will improve air quality, public health, traffic safety, modernize design, address traffic volumes and address the projected growth. Clara is part of the City's truck route. Clara Street and Eastern Avenue, 39 collisions over a 3 year period. Clara Street and Jaboneria Road, 9 collisions and the proposed

improvements will include left turn pocket lanes. Currently Clara Street and Garfield Avenue serves as a second outlet when traffic back up on Florence Avenue. Larger trucks tend to use route and have a hard time maneuvering turns, cutting into the curb. Florence Avenue and Scout Avenue needs left turn phasing in north/south directions. Staff is also pursuing funding through HSIP for this intersection and funding through I710 can serve as match for a stronger application. A total project estimated at 4.5 million dollars.

Commissioner Barbosa asked specifically about the intersection of Clara Street and Eastern Avenue.

Doug Benash explained that these improvements will allow more free movements with dedicated lanes.

Ms. Vu added that this intersection proposal includes a left turn lane, a through traffic lane and a right turn lane, which will help with traffic backing up.

Vice-Chairperson Heredia asked if the left turn lane will be extended to avoid bottlenecking there.

Mr. Benash explained that at the design stage it will be addressed.

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

TRAFFIC SAFETY ANALYSIS – SPEEDING GAGE AVENUE DEL RIO NURSING HOME:

Ms. Vu gave the report. Staff received a request from a resident concerning the motorists exceeding posted speed limits on Gage Avenue near Del Rio Nursing Home. An analysis was conducted and review current settings, sight distance and traffic collision data. Two accidents were recorded. In an effort to improve visibility staff is recommended solar powered radar feedback signs in both directions but staff will need to pursue grant funding for this. Staff is also recommending replacement of the current posted speed limit signs on both directions eastbound and westbound Gage Ave to the larger diamond grade signs 36 inches by 45 inches.

Chairperson Gavilanes questioned the location of the signs.

Mr. Benash explained that they will replace the current signs with larger ones.

Ms. Vu also added that additional signs can also be installed. There is one directly in front of Del Rio that will be replaced.

Vice-Chairperson Heredia asked if we can prioritize westbound for radar signs.

Mr. Benash explained that typically funding is secure for both directions, so they would pursue pairs.

Commissioner Barbosa made the motion to approve staff's recommendation and Vice-Chairperson Heredia second the motion.

**FLORENCE AVENUE AT PERRY
ROAD INSTALLATION OF
KEEP CLEAR LEGEND:**

Ms. Vu gave the report, at a City Council meeting it was brought up by a business owner that there are vehicles that back up at the intersection of Florence Avenue and Perry Road, on Perry Road at the shopping center exit due to backed up vehicles from the traffic signal. Based on the traffic analysis, vehicles backup occur along the southbound Perry Road approach to Florence Avenue signal and these backups block the unsignalized driveway of the Dollar Warehouse shopping center driveway. There have been 8 collisions at the intersection over the 4 year period. A review of the signal timing sheet and left turn phasing would help reduce the accidents and vehicle back up at the intersection. Therefore, staff is recommending installing Keep Clear legends on Perry Road as shown on the diagram.

Commissioner Barbosa asked if there was parking allowed along Perry Road.

Ms. Vu confirmed there is red curb north of the driveway. Vice-Chairperson Heredia made the motion and Commissioner Barbosa second the motion.

COMMENTS FROM STAFF:

Ms. Vu thanked the Commission for attending the first virtual meeting, a new approach. Staff is working on traffic issues but there has been a significant impact to traffic and evaluations are not accurate, such as traffic counts, speed counts. Thanked the Commission for their patience.

**COMMENTS FROM THE
COMMISSIONERS:**

Commissioner Barbosa asked about the possibility of installing touch free ped buttons due to Covid.

Ms. Vu explained that the bumble bee push buttons are made for pushing with elbows for less contact.

Mr. Barnes added that hands free is new technology that was just sent to him and no pricing has been provided yet.

Commissioner Barbosa added he discussed with Mayor Pro Tem Flores that he would like to meet more often as there are traffic issues.

Ms. Vu explained that issues are being addressed, sometimes these concerns are direct from Council and therefore these items are addressed directly with Council, following chain of command. Such is the case

with T-Markings on Quinn. If the issues are brought forth by residents and the public they will be presented to the Commission first. Staff is also working on new approaches, since there is no traffic and studies are affected.

Commissioner Barbosa mentioned funds spent on the parking study and already knowing the outcome.

Ms. Vu explained that the study identified cause and theory, provided recommendations such as parking permits, T-markings and commercial centers allowing parking. Since there was a theory that the vehicles parked largely included vehicles from other cities such as Cudahy, Bell and South Gate, license plate were taken as part of the study.

Commissioner Barbosa lastly commented on speeding on Quinn Street and the Police Department not enforcing. Including not responding to take a stolen vehicle report but requesting more funding.

Ms. Vu explained that staff can pursue the installation of speed humps, typically this requires a petition with a 51% support and a neighborhood meeting.

Mr. Barnes suggested a mailer, since we can not meet.

Commissioner Barbosa asked what happens if no response is received.

Ms. Vu explained that we need to follow policy and it requires a 51% of those resident fronting Quinn to support it.

Vice-Chairperson Heredia no comments.

Chairperson Gavilanes thanked everyone, stay safe.

ADJOURNMENT:

Vice-Chairperson Heredia made the motion to adjourn the meeting and Commissioner Barbosa second the motion. Chairperson Gavilanes adjourned the meeting to the next scheduled meeting of September 1, 2020 at 6:27pm.

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
Dennis Barnes, P.E., T.E., City Traffic Engineer

SUBJECT: Installation of Parking "T's" Markings in Residential Areas

DATE: September 1, 2020

BACKGROUND/DISCUSSION:

A request was received from City Council regarding the installation of parking "T" markings on Quinn Street from Eastern Avenue to Garfield Avenue. The term "T" markings is commonly used when referring to on-street pavement markings that delineate parallel parking spaces. Figure 1, as an attachment, presents a graphic example of acceptable on-street parking markings recommended by the Manual of Uniform Traffic Control Devices (MUTCD) California Edition.

The standard parking space specified by the MUTCD is twenty (20) feet long. A review of several Los Angeles County cities show they utilize the twenty-foot-long parking space in compliance with the MUTCD guidelines.

Installation of "T" markings help to delineate on-street parking supply by providing a defined guide informing motorists where to park and when adhered to (obeyed) may better and more effectively allocate curb parking spaces. Some Cities provide on-street parking markings on all streets, others limit installation of the "T's" to business districts.

The City does have "T" markings in some of the streets; however, it is limited to locations in high turnover commercial areas and uses. There are no "T" markings in residential neighborhoods. Residential parking, although in short supply, is often best monitored by the residents themselves. Neighbors speaking with other neighbors can usually come agreement of how best to utilize curbside parking. Additionally, striping of curbside parking in residential areas requires increasing parking distances from corners, crosswalks, and fire hydrants because the striping would have to follow the legal requirements of the MUTCD. This results in a net loss of parking for residents.

Staff has completed a field review of Quinn Street from Eastern Avenue to Garfield Avenue collecting field measurements and distances of available curb lengths between driveways. The actual curb lengths are required in order to determine how making "T" marking/parking spaces can be installed. The number of available parking spaces on Quinn Street, based on a recent aerial photograph is one-hundred and thirty-three (133)

which is dependent on vehicle size. The November 2019 Parking Study stated the available parking space inventory is one-hundred and twenty-two (122). The discrepancy between the aerial photo and the parking study is due to the parking study using MUTCD parking space standards.

During the initial design analysis, the use of the MUTCD standard parking space dimensions resulted in a greater loss of parking spaces. Staff determined to use the minimum parking space length of eighteen (18) feet with the four (4) foot backout space in compliance with the MUTCD for backing maneuvers. However, using 18' could cause some problems for the residents as some cars may overhang the "T" markings and police can give tickets.

Utilizing the 18-foot parking space, a total of one-hundred and six (106) "T" marking spaces are available on Quinn Street from Eastern Avenue to Garfield Avenue. There is a net loss of forty-three (43) parking spaces from current parking conditions on Quinn Street.

The Quinn Street "T" Marking plan is attached, showing the "T" marking spaces, new red curbs and driveway closures. The "T" Marking plans also addresses:

1. A field inventory showing existing curb markings, parking restrictions, fire hydrants, crosswalks, and ramp locations.
2. Identifying any ADA parking spaces
3. In order to maximize curb parking spaces, several locations will not be available for driveway parking permits due to back up spacing requirements
4. The plan establishes the use of an 18-foot-long parking space to maximize parking in residential districts as the adopted policy of the City.

ENVIRONMENTAL ANALYSIS:

The Quinn Street project has been reviewed in accordance with Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, staff identified classes of projects that do not have a significant effect on the environment and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of operation, repair, and maintenance of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. Therefore, the project is considered categorically exempt from CEQA, and a Notice of Exemption will be prepared and will be filed with the County Clerk's Office if the project moves forward and is approved.

RECOMMENDATION:

It is staff's recommendation that the Traffic & Safety Commission by motion;

- 1) Review and discuss the Quinn Street Parking "T" Plan showing a reduction in the available parking spaces for residents.

- 2) Review, discuss and approve for City Council consideration the Policy for Installation of Parking "T's" in Residential Areas.
- 3) Review, discuss and approve for City Council consideration the Application for On-Street Parking Space Markings including the Resident Parking "T" Petition Request Form and costs for T-Marking analysis.

FISCAL IMPACT:

Project costs that need to be considered upon approval of the installation of the "T" markings for Quinn Street are as follows:

- A. Striping costs to install the "T" markings is estimated at \$22,000.
- B. Annual striping costs to maintain the "T" markings will be included as part of the Public Works budget.
- C. Additional patrol from Police Department for enforcement of vehicles parking within the "T" markings.

ATTACHMENTS:

MUTCD Parking Space Markings
Striping Plans for Quinn Street
Policy for Installation of "T's" Parking at Residential Areas
Application for On-Street Parking Space Markings

Figure 3B-21 (CA). Examples of Parking Space Markings

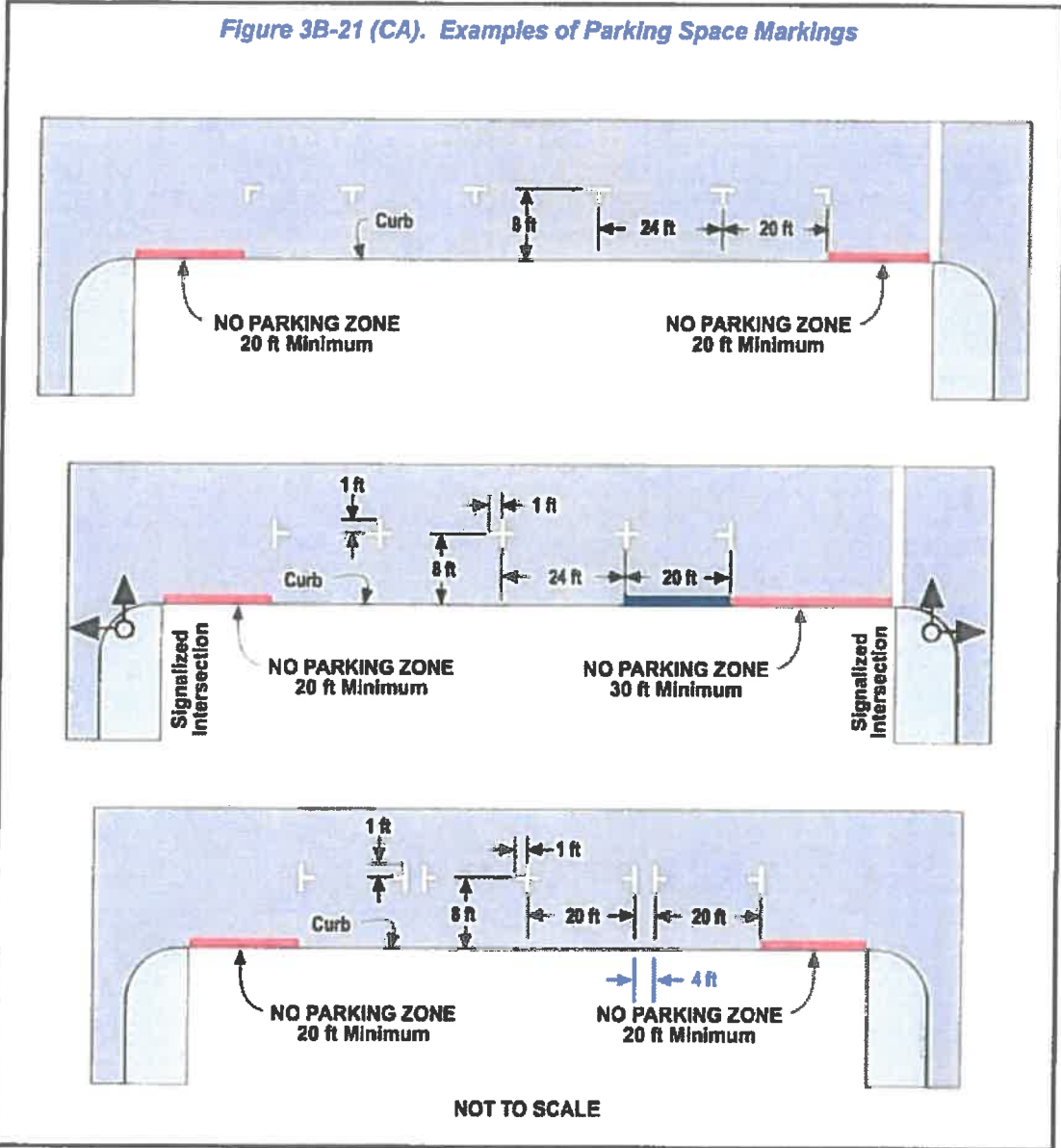
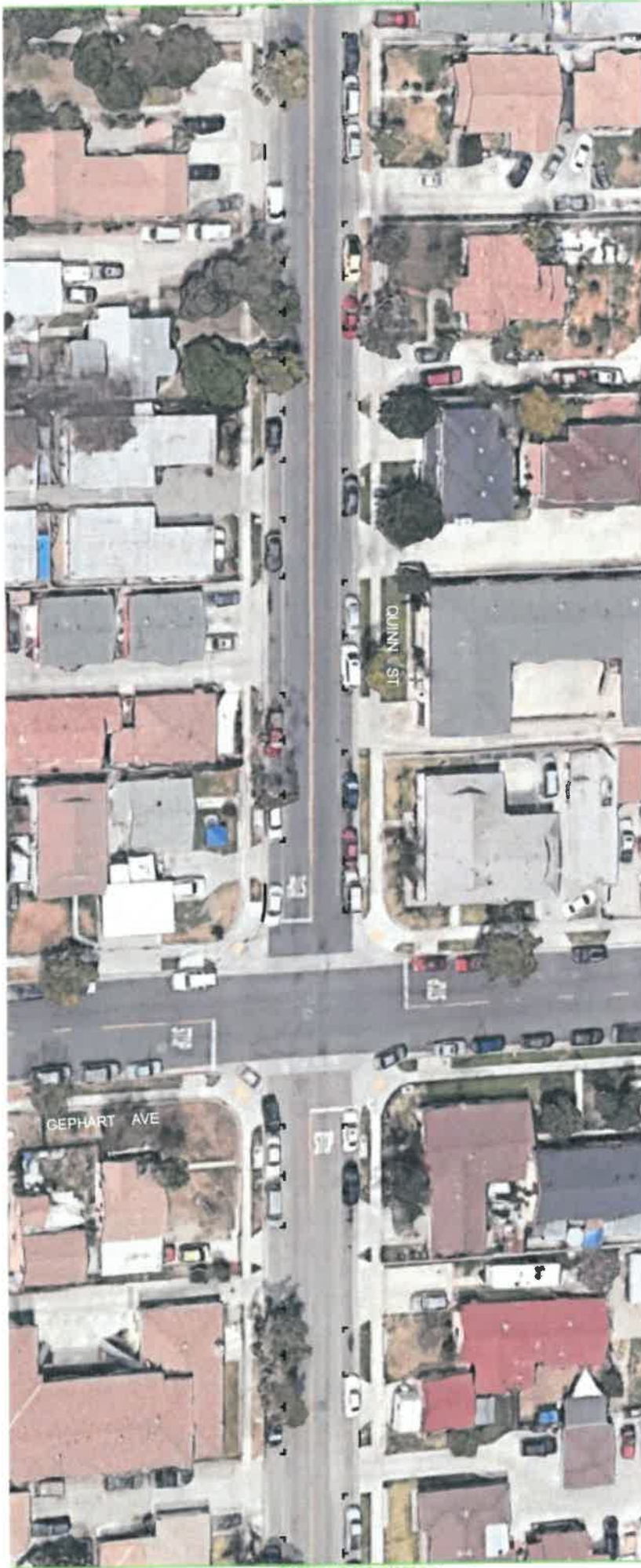


Figure 1: California MUTCD Parking Space Marking Examples



QUINN STREET - PLAN
11/12

MATCHLINE SEE SHEET C-2



10/10/2023





"A City that Works"

City of Bell Gardens

Policy for Installation of Parking "T's" in Residential Areas

Introduction

Parking "T's" have been recognized and deployed by many municipalities for marking out parking stalls to provide marked parking spaces. They should be installed to address documented parking or traffic concerns supported by traffic engineering studies, and after consideration of alternative traffic parking control measures. Criteria for determining the appropriateness for such an installation should be carefully reviewed so that the installed "T's" will not impose an equal or greater traffic problem on other streets in the neighborhood.

The term "T" markings are commonly used when referring to on-street pavement markings that delineate parallel parking spaces. Installation of "T" markings can help to maximize on-street parking supply by providing a guide informing motorists where to park and when adhered to may better and more efficiently utilize curb parking space. However, striping of curbside parking in residential areas would require increasing parking distances from corners, crosswalks, and fire hydrants because the striping would have to follow the legal requirements of the MUTCD. This could likely result in a net loss of parking for residents.

The marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted

The addition of pavement markings to delineate curbside parking would require a significant financial investment. Numerous tasks would be required to facilitate this, some of which are noted below.

1. A survey would be needed to develop a list of each street and segment where parking space markings are desired.
2. A field inventory will be required to locate existing on-street parking supply, curb paint, parking restrictions, fire hydrants, crosswalks, ramp locations, etc.

3. Detailed field measurements would be needed to facilitate preparation of striping plans.
4. Scaled striping plans are required for all projects that will modify, add to, or delete existing pavement markings.
5. Conduct an analysis to identify costs and funds for routine pavement striping maintenance.
6. Inform Police Department for additional patrol for enforcement.

Criteria for Installation

It shall be the policy of the City of Bell Gardens to consider requests for installing markings for on street parking spaces (parking "T's") as outlined below.

1. Markings for on-street parking shall be in residential area. Residents may request the City to investigate specific street location for painting the markings for on-street parking. When such a request is made the following procedure will be followed.
 - a. An application is Required. Before the City will consider such requests, the residents must submit an application to the Public Works Department.
 - b. The City Traffic Engineer will require adjacent property owners' consents and signatures on the application. 50% +1 of the residents on the block of request must be in favor of installing "T's" and a Resident Parking "T" Petition Request Form must be filled as proof of the neighborhood's majority consent.
 - c. If Standard City Traffic Criteria for installing marked on-street parking spaces are met; The City's Traffic Engineer will determine whether the subject location meets the City's standard criteria for installing marked parking spaces. These standard criteria are as follows:
 - i. On-street parking is currently allowed at the subject location.
 - ii. The area for one on-street parking space shall be a minimum of 18' in length.
 - iii. The area for two on-street parking spaces, it shall be a minimum of 36' in length. Each of the end parking spaces shall have a distance of 18' long.
 - d. The City Traffic Engineer will review the feasibility of marked parking spaces based on a case-by-case basis. However, in no case shall on-street parking spaces be less than 18' long.

Application for On-Street Parking Space Markings



APPLICATION PROCESSING FEE \$40.00

**CITY OF BELL GARDENS
DEPARTMENT OF PUBLIC WORKS**

Applicant Name: _____ Date: _____
Print Name

Phone Number: _____ Email: _____

Mailing Address: _____

1. Are you a tenant or owner of your residence? €Tenant €Owner
2. Location of Request is on _____
between _____ and _____
3. Is this application for re-painting an existing on-street parking space marking? €Yes €No
4. Is the address located in a multi-suite complex? €Yes €No
5. Number of vehicles in household or at this address: _____ Operating
_____ Non-Operating
6. Number of available parking spaces on property: _____ Garage
_____ In Driveway/Carport
7. The Bell Gardens Traffic Authority must receive a petition showing at least 50% +1 of the residents on your street in favor of installing parking "T's" (please refer to back page)
8. The undersigned hereby makes an application for on-street parking spaces markings for how many parking spaces?

9. Reason for Request?

Application for On-Street Parking Space Markings

RESIDENT PARKING "T" PETITION REQUEST FORM

Applicant Name: _____ Date: _____

Print Name

Phone Number: _____ Email: _____

Mailing Address: _____

Location of Request is on _____

between _____ and _____

By signing the below, I understand that the above mentioned applicant is requesting the installation of Parking T's along the requested location as stated above. By signing this petition, I acknowledge that I live along the segment where the applicant is requesting a change. I, as a neighbor of the applicant, support my neighbor's application. The City requires the applicant to obtain signatures of 50% +1 of residents living on the street to approve the requested changes. The City will provide the number of signatures required for the block requested. All applications must obtain the City of Bell Gardens Traffic Authority approval before any action will be taken.

No.	PRINT NAME	SIGNATURE	ADDRESS	PHONE NUMBER	DATE

Application for On-Street Parking Space Markings

No.	PRINT NAME	SIGNATURE	ADDRESS	PHONE NUMBER	DATE

Application for On-Street Parking Space Markings

No.	PRINT NAME	SIGNATURE	ADDRESS	PHONE NUMBER	DATE