

TRAFFIC & SAFETY COMMISSION

CITY OF BELL GARDENS

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

**Meeting
Tuesday, January 4, 2022
5:30 p.m.**

NOTE: *The City of Bell Gardens has various resources to accommodate disabled persons attending a City Meeting. The Council Chamber is equipped with an electronic system for persons needing assistance with hearing, as well as for persons requesting a Spanish translation of the meeting. The Public Works Department will make a large print agenda or have a sign language interpreter available, with a one working day advance notice prior to the date of the meeting.*

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On September 16, 2021, Governor Newsom signed Assembly Bill 361 ("AB 361"), which was effective immediately and amends Government Code § 54953 to allow a local legislative body to hold public meetings 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 AB 361, please be advised that members of the Bell Gardens Traffic & Safety Commission may be participating in meeting telephonically. The public may view the meeting and participate in public remotely.

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TRAFFIC & SAFETY COMMISSION

Chairperson David Heredia
Vice Chairperson Raul Velasco
Commissioner Carlos Jose Barrera
Commissioner Jayson Gavilanes
VACANT

CITY STAFF

Grissel Chavez, 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

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 DECEMBER 7, 2021
8. TRAFFIC SAFETY ANALYSIS – Lubec Street at Adamson Street–Motorists Making Donuts in Intersection
9. COMMENTS FROM STAFF
- 10.COMMENTS FROM COMMISSIONERS
- 11.ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, FEBRUARY 1, 2022

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

**MINUTES OF THE CITY OF BELL GARDENS
TRAFFIC AND SAFETY COMMISSION MEETING**

December 7, 2021

- CALL TO ORDER:** Chairperson Heredia called the Traffic & Safety Commission Meeting to order at 5:37 p.m.
- ROLL CALL:** Secretary Veronica Sanchez took roll call.
- PRESENT:** Chairperson Heredia, Vice-Chairperson Velasco, Commissioner Carlos Jose Barrera and Commissioner Jayson Gavilanes were present. Grissel Chavez, Director of Public Works; Dennis Barnes, Traffic Engineer; Sergeant McCraner of the Police Department; and Veronica Sanchez, Secretary were also present.
- INVOCATION:** Ms. Chavez led the invocation.
- PLEDGE OF ALLEGIANCE:** Commissioner Gavilanes led the Pledge of Allegiance.
- POSTING OF AGENDA:** The agenda was posted as prescribed by law.
- PUBLIC AGENDA AND NON-AGENDA ITEMS:** Two comments were received. Secretary Veronica Sanchez read them as follows:

“Good evening commissioners, my name is Carmen, a resident in the 6000 block of Granger Avenue. I am looking forward to the traffic analysis for agendas items 10 and 11. My cross street is Loveland Ave and Granger Ave. A 4 way stop sign was recently installed a few years ago and as much as that was a great addition it still does not provide enough safety for us residents. We often hear vehicles passing by via high speed and always are concern because of how long our street is. One could say, our street starts at Loveland Ave and ends at Foster Bridge. There are no turns, curves, or such therefore it makes it appealing for speeding. I know there is a process to install speed bumps. Therefore, I am interested to hear what the traffic engineers have researched. In addition, a recommendation of a traffic analysis for Suva and Loveland (where Suva Intermediate is at) would be greatly appreciated. I often pass by school dismissal, and it is a mess. Double parking, parking in the red, blocking driveways and such. My biggest concern is the school bus cannot get to the designated spot due to multiple cars parked in the bus assign spot. Therefore,

putting our kids safety in danger. Thank you for your time. Blessings, Carmen”

“To Council and leaders of our City of Bell Gardens: Us residents of Perry Road need your help and understanding for our safety specifically between Loveland and Foster Bridge. We are very worried because of the rapid speed which motorist drive through this street. Please, we need your help to put speed humps so that it can reduce the speeding. Thank you for your attention. Sincerely, Maria Morales”

**APPROVAL OF MINUTES OF
SEPTEMBER 7, 2021:**

Commissioner Gavilanes made the motion to approve and Vice Chair Velasco seconded the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
FRY STREET AT SCOUT AVENUE
REQUEST FOR CROSSWALK ON
FRY STREET:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer to provide the report. The City received a request for the consideration of a crosswalk at the intersection of Scout Avenue and Fry Street due to reported speeding activity and markings on the pavement showing “donut” patterns. Mr. Barnes reported Fry Street is a two-lane residential street with a posted speed limit of 25 miles per hour (MPH) with parking allowed on both sides of the street. Scout Avenue is a wide two-lane collector street with a posted speed limit of 30 MPH. There are residential homes on the west side and light industrial buildings on the east side with on-street parking allowed on both sides of the street. The City’s 2015 supplemental speed survey reported a traffic volume of 5,786 vehicles per day for the Scout Avenue segment from Florence Avenue to Florence Place. There are no other recent traffic volume counts for this section of Scout Avenue. Using a 1 percent growth factor per year and applying it to the recorded traffic volume provides an estimated ADT of 6,140 vehicles per day on Scout Avenue. Mr. Barnes commented that police enforcement will be necessary to ensure vehicles do not park there after the crosswalk is installed. He reported as shown in figure 4 that vehicles park on the curb return and blocking visibility for motorists at the stop sign. Red curb is recommended to be installed along the curb return. Figure 5 shows vehicles violating existing red curb markings in the NW corner of the intersection.

Based on his field investigation, it is the Traffic Engineer's recommendation to install a white ladder type crosswalk on each side on Fry Street and also install red curb in the north west of the intersection in the westerly direction and red curb in the south west corner of the intersection along the curb return and the repainting of existing red curb markings in the intersection. The estimated cost for installation is approximately \$450 and is available in the Street Maintenance Budget.

Commissioner Gavilanes made the motion to approve and Vice-Chair Velasco second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
GARFIELD AVENUE AT IRA
AVENUE – CARS NOT
STOPPING FOR STOP SIGN:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer to provide the report. The Public Works Department received a request for an investigation of the existing stop sign located at Ira Avenue and Garfield Avenue. The reported issue is that cars are not stopping at the Ira Avenue stop sign before proceeding onto Garfield Avenue. The residents stated the drivers pass by quickly without noticing the stop sign. Further, the residents suggested installing a radar feedback sign as well as raised white round markers to slow down the drivers. The raised markers are like those used on freeway shoulders to serve as audible rubble strips. A site investigation of the location confirmed the geometric conditions. Ira Avenue is a two-lane residential street which intersects with Garfield Avenue near the address of 7911 Garfield Avenue. East of the signalized intersection of Garfield Avenue and Ira Avenue, Ira Avenue becomes Park Lane. This residential street has a prima facie speed limit of twenty-five (25) miles per hour (MPH). Mr. Barnes noted there is a faded W3-1 sign that needs replacement. The best solution to enhance stop sign observance for motorists approaching Ira Avenue at Garfield Avenue intersection is the installation of a solar LED stop sign. He provided features of the L.E.D. stop sign in the report. Based on field review and other available information, it is recommended that 1. The existing faded w3-1 sign be replaced with a sign that is of reflective diamond grade sheeting 2. Add the vertical reflective strips to the existing stop sign post to enhance visibility of the stop sign for motorist traveling in the southbound direction and 3. Replace the existing stop sign with the blinker solar stop sign when funds become available. The estimate to replace the W3-1 stop sign and post with

vertical reflective strips is approximately \$900 and is available in the Street Maintenance Budget. Funds for the solar stop sign will need to be appropriated at a future date.

Chairperson Heredia asked if Bell Gardens has any of the LED stop signs already in place. Mr. Barnes confirmed none are in Bell Gardens but they are effective and have recently been installed in Montebello. Commissioner Velasco supports the recommendations because this is a traveled route to get to the park, and many kids and families walk it.

Commissioner Gavilanes made the motion and Vice-Chair Velasco seconded the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

Ms. Chavez added that recommendations one and two would be addressed by next month and recommendation three will included in upcoming budget.

**TRAFFIC SAFETY ANALYSIS-
PERRY ROAD SPEEDING
ACTIVITY FROM FLORENCE
PL TO LOVELAND STREET:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report. The Public Works Department received a request for speed humps or speed feedback signs to be installed on Perry Road from Florence Place to Loveland Street. The reported concern was speeding activity associated with motorists traveling northbound and southbound on Perry Road. Mr. Barnes reported that Figure 4 shows the width of the street, which is a criteria for speed humps installation. Traffic volume counts were ordered. The intent was to confirm the extent of the reported speeding activity on Perry Road and review the traffic volume data that would confirm any preliminary evaluation if the local street met the city's speed hump policy. The traffic volume data and speed profile sheets are attached to this report. The results of the average daily traffic (ADT) count over a four-day period show that Perry Road carries an average daily traffic volume ranging from 5,110 vehicles per day (VPD) on a Thursday to 4,218 on a Sunday. The traffic volumes were recorded from October 14-17, 2021. The recorded speed profile measurements for the combined directions of northbound and southbound Perry Road indicate an 85th percentile speed of 33 miles per hour (MPH) or 8 MPH greater than the posted speed limit of 25 MPH. Although the traffic volumes are slightly higher than the stated policy, they still fall within the parameters of LA County's speed hump policy. A solar radar feedback sign as shown in Figure 5 would make

motorists aware of the posted speed limit and advise them of their speed when traveling on Perry Road adjacent to Veteran Park and they could be installed on the east side and west side of Perry Road. However, the best solution to the identified speeding problem would be the installation of two speed humps on Perry Road. The street meets the street width requirements and the speeding criteria in the City's current speed hump policy. Traffic volumes are slightly higher than the current policy but within limits of newer LA County guidelines. A submitted survey showing signatures from at least fifty-one (51) percent of the property owners/residents residing along the affected portion of that street is required to support their installation. After careful review, it is recommended that city staff send out a notice to the fronting property owners/residents of Perry Road, from Florence Place to Loveland Street, to determine if the residents support speed humps be installed. The estimated cost for two feedback signs is approximately \$24,000 and funds would need to be appropriated. The recommended speed humps can be installed in house.

Commissioner Gavilanes asked how many speed humps would be recommended. Mr. Barnes confirmed it would be two and they would be spaced 300 to 400 feet apart. Vice-Chair Velasco asked who would receive the notices. Mr. Barnes confirmed it should be sent to residents fronting the street.

Commissioner Gavilanes made the motion to approve and Vice-Chair Velasco second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
SUVA STREET FOSTER BRIDGE
TO LOVELAND STREET
SPEEDING ACTIVITY:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report. The City received a request for speed feedback signs on Suva Street for speeding vehicles on northbound Suva Street through the stop sign at Loveland Street and also traveling northbound to Foster Bridge Boulevard. A site investigation was completed. Suva Street already has existing radar feedback signs. In response to the request, traffic volume counts and a speed profile for Suva Street from Scout Avenue to Foster Bridge Blvd was ordered. The intent was to confirm the extent of the reported speeding activity on northbound Suva Street and review the traffic volume data that would confirm any preliminary evaluation if the local street currently meets the city's

speed hump policy. Suva Street is a two-lane residential street with a currently posted speed limit of 25 miles per hour (MPH). It is a local residential street with parking allowed on both sides of the street that would cause a driver to slow down. Also, the Suva Intermediate and Suva Elementary schools are located south of Loveland Street. There is existing school signage installed on Suva Street for both directions approaching the school sites. The results of the average daily traffic (ADT) count over a four-day period show that Suva Street carries an average daily traffic volume ranging from 3,551 vehicles per day (VPD) on a Thursday to 4,218 on a Sunday for the roadway section from Scout Avenue to Emil Avenue. For the roadway section from Loveland to Foster Bridge Boulevard, the ADT ranged from 1,130 vehicles per day (VPD) on a Thursday to 708 on a Sunday. The traffic volumes and speeds were recorded from October 14-17, 2021. The recorded speed profile measurements for the combined directions of northbound and southbound Suva Street indicate an 85th percentile speed of 37 miles per hour (MPH) or 12 MPH greater than the posted speed limit of 25 MPH for Suva Street from Scout Avenue to Emil Avenue. The 85th percentile speed of 34 miles per hour (MPH) or 9 MPH greater than the posted speed limit of 25 MPH for Suva Street from Loveland Street to Foster Bridge Boulevard was recorded. The results are summarized on the attached pages from the speed report, indicating that 76.8 percent of the vehicles (both directions) are traveling above the posted speed limit of 25 MPH on Suva Street from Scout Avenue. It is recommended that the Commission approve by motion 1. Request City staff to send out a notice to the fronting property owners/residents along Suva Street, from Loveland Street to Foster Bridge Road, to determine if the residents desire speed humps be installed. A documented majority of at least fifty-one (51) percent of the property owners/residents residing along the affected portion of that street is required to support their installation. 2. Installation of one radar feed-back sign for installation at mid-block in the northbound direction on Suva Street from Loveland Street to Foster Bridge Boulevard. 3. In the interim period before installation of the new radar feedback sign, install a 25 MPH sign R2-1 (25) on a telespar post until the new solar radar feedback sign is installed at the same mid-block location. The estimated cost of a radar feedback sign is \$12,000 and funds would need to be appropriated at a future date. At this time however, staff can install the temporary 25 mph speed limit sign and post is estimated

at \$350 and is available in the current Street Maintenance Budget.

Vice-Chair Velasco made the motion to approve all recommended action and Commissioner Barrera second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
RAMISH AVENUE BETWEEN
CLARA ST AND SCOUT AVE
REQUEST FOR SPEED
HUMPS:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report. The Public Works Department received a written petition requesting the installation of speed humps on Ramish Avenue, between Clara Street and Scout Avenue, due to reported speeding activity concerns. A site investigation was completed to confirm existing conditions. In response to the request, the City ordered traffic volume counts and a speed profile for Ramish Avenue from Scout Street to Clara Street. The intent was to confirm the extent of the reported speeding activity on northbound Ramish Avenue and review the traffic volume data that would confirm any preliminary evaluation if the local street met the city's speed hump policy. The traffic volume data and speed profile sheets are attached to this report. Ramish Avenue is a short two-lane residential street with a currently posted speed limit of 25 miles per hour (MPH). It is a local residential street with parking allowed on both sides of the street that would cause a driver to slow down. The results of the average daily traffic (ADT) count over a four-day period show that Ramish Avenue carries an average daily traffic volume ranging from 829 vehicles per day (VPD) on a Thursday to 691 on a Sunday for the roadway section from Scout Avenue to Clara Street. The traffic volumes and speeds were recorded from October 14-17, 2021. The recorded speed profile measurements for the combined directions of northbound and southbound Ramish Avenue indicate an 85th percentile speed of 25 miles per hour (MPH). The results are summarized on the attached pages from the speed report, indicating that at most, only 12 percent of the motorists exceed the posted speed limit of 25 MPH on Ramish Avenue. The measured street width on Ramish Avenue meets the City's speed hump policy. However, the recorded traffic volume and speed profile based on that week's sampling does not meet the City's speed hump policy criteria. Speed humps should be installed only on streets where the posted or prima facie speed is 25 MPH, and 15% of the motorists exceed the

25 MPH by 8 MPH or more. Speed humps should generally be installed only on streets with an average daily traffic (ADT) volume must exceed 2,500 and less than 3,500 vehicles per day. After careful review, it is recommended to deny the request for speed humps on Ramish Avenue.

Vice-Chair Velasco asked if there were any accidents. Mr. Barnes confirmed there were none. Chairperson Heredia asked if there is any other means to address the activity on this street. Mr. Barnes suggested police enforcement and possibly installing cross traffic signs to show motorist that it is a t-intersection, to be installed in both directions. Additionally, Ms. Chavez added that the Police Department is working on acquiring new speed radar trailers. These will be beneficial to address traffic issues because Police can deploy the trailers to reported problem locations to help evaluate actual activity taking place and a great tool for data collection.

Vice-Chair Velasco made the motion to approve staff recommendation to deny the speed hump request but install the signage Mr. Barnes was suggesting. Commissioner Barrera second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
SCOUT AVENUE FROM GOTHAM
STREET TO EMIL AVENUE
SPEEDING ACTIVITY:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report.

The Public Works Department received a request to investigate reports of speeding activity and vehicles not stopping at stop signs along Scout Avenue, between Gotham Street and Emil Avenue. A site investigation of the location was completed to confirm existing intersection geometric conditions. Currently, there are three stop-controlled intersections along Scout Avenue that form "T"- three way stop intersections at Gotham Street, Ramish Avenue and Emil Avenue. The distance between Gotham St. and Ramish Ave. is 606 feet and between Ramish Ave. to Emil Ave. is 531 feet. All directions of each intersection is posted with a stop sign and appropriate pavement markings. Based upon the current City Traffic Engineering and Speed Survey, the posted speed limit on Scout Avenue is 30 mph and therefore, not eligible for speed humps in accordance with the City's speed hump policy criteria. After careful review, it is recommended that the Traffic and Safety

Commission, by motion, approve 1. Direct staff to request traffic enforcement from the Police Department for violations relating to stop signs and speeding. 2. Staff will revisit the area when the new Aquatics Center is constructed to address changes in traffic volume and other traffic impacts in the six months following the facility becoming operational.

Commissioner Gavilanes made the motion to approve and Vice-Chair Velasco second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
REQUEST FOR CROSSWALK
ON EASTERN AVENUE
SOUTH OF QUINN STREET:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report. The Public Works Department received a request during a City Council meeting to install a crosswalk on Eastern Avenue, south of Quinn Street. It was reported that due to not having a nearby crosswalk, residents had to walk a further distance to get across. The Traffic Engineer completed a site investigation of Quinn Street and Eastern Avenue to confirm existing intersection geometric conditions and any other existing constraints that would affect the installation of a crosswalk on Eastern Avenue. Based on the current accident history and minimal pedestrian count information, the crosswalk request does not meet warrants listed in the MUTCD. Additionally, Eastern Avenue is an arterial with high traffic volumes of over 22,670 vehicles per day. For safety concerns, pedestrians should cross arterials only at a signalized intersection. Numerous traffic studies have shown that uncontrolled crosswalks create a false sense of safety for pedestrians. This is supported by different jurisdictions such as Long Beach and Santa Ana where crosswalks are not installed at uncontrolled intersections. Accident history in different crosswalk traffic studies have also shown that vehicles do not stop for pedestrians walking in uncontrolled crosswalks that are on arterials. The SWITRS (Statewide Integrated Traffic Records System) data was acquired from the CHP (California Highway Patrol) via the TIMS program and reviewed to determine the frequency of traffic collisions for the subject intersection. Traffic collision records were reviewed for the most recent four (4) year period, between 01/01/2017 and 12/31/2020. A review of the reported accident history revealed a total of fourteen (14) accidents at the intersection of Eastern Avenue and Jaboneria Road but zero (0) accidents at Quinn Street.

There were also no pedestrian related accidents in the intersection area at Quinn Street over the same four-year period. Based on the review and research it is recommended that the Commission deny the request for installation of a crosswalk on Eastern Avenue south of Quinn Street.

Vice-Chair Velasco agreed with the recommendation given that pedestrians can walk across at the nearest existing crosswalks at the signalized intersections at Muller and at Jaboneria.

Commissioner Gavilanes made the motion to approve and Vice-Chair Velasco second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

**TRAFFIC SAFETY ANALYSIS-
JABONERIA ROAD AT GOTHAM
STREET REQUEST FOR STOP
SIGNS ON JABONERIA ROAD
CREATING AN ALL-WAY
STOP INTERSECTION:**

Ms. Chavez referred to Dennis Barnes, Traffic Engineer, to provide the report. The Public Works Department received a request from residents for the installation of stop signs on Jaboneria Road at Gotham Street. They reported a history of accidents at this location and expressed concern for the safety of children walking to and from school. A site investigation was completed. Currently, this tee intersection is controlled by a stop sign for northbound traffic on Gotham Street. The MUTCD criteria for the installation of an All-Way stop intersection is attached as Exhibit B. To verify the existing accident history, SWITRS (Statewide Integrated Traffic Records System) data was acquired from the CHP (California Highway Patrol) via the TIMS program and reviewed to determine the frequency of traffic collisions for the subject intersection. Traffic collision records were reviewed for the most recent four (4) year period, between 01/01/2017 and 12/31/2020. A review of the reported accident history revealed a total of three (3) accidents at this intersection. There were no right-angle correctable accidents at this intersection during the reviewed four-year period. Therefore, the intersection does not meet the required criteria of five (5) collisions in one (1) year to for the installation of All-Way stop signs. Therefore, it is recommended that the Commission deny the request for stop signs on Jaboneria Road at Gotham Street as the location does not meet MUTCD warrants currently and request that staff revisit the intersection in 12 months.

Commissioner Gavilanes made the motion to approve and Vice-Chair Velasco second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera and Gavilanes.

COMMENTS FROM STAFF:

Ms. Chavez thanked the Commission for their time and attention during the longer than usual meeting, and wished everyone happy holidays. She confirmed that the Commission will be able to attend the next meeting scheduled for January 4, 2022.

COMMENTS FROM THE COMMISSIONERS:

Commissioner Gavilanes reported it was nice to see everyone in attendance, and hoped everyone had a nice Thanksgiving and looked forward to Christmas and the New Year.

ADJOURNMENT:

Chairperson Heredia adjourned the meeting at 6:51 p.m. to the next scheduled meeting of January 4, 2022.

APPROVED BY:

David Heredia, Chairperson

Submitted by:

Veronica Sanchez, Secretary



CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Traffic and Safety Commission
FROM: Grissel Chavez, Director of Public Works
Dennis D. Barnes, City Traffic Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS
Lubec Street at Adamson Street –Motorists Making Donuts in Intersection
DATE: January 4, 2022

BACKGROUND/DISCUSSION:

On October 21, 2021, the City of Bell Gardens received information from a local resident requesting assistance to stop motorists from making donuts within the intersection of Lubec Street and Adamson Avenue. The resident stated that this is a constant problem that occurs every Friday through Sunday evening.

Figure 1 provides an aerial view of the intersection and the portion of the street where the motorists are reportedly doing doughnuts. Figure 2 provides a close-up view of the tire marks on the pavement. The Traffic Engineer completed a site investigation of the location to confirm existing intersection geometric conditions and any other existing constraints.

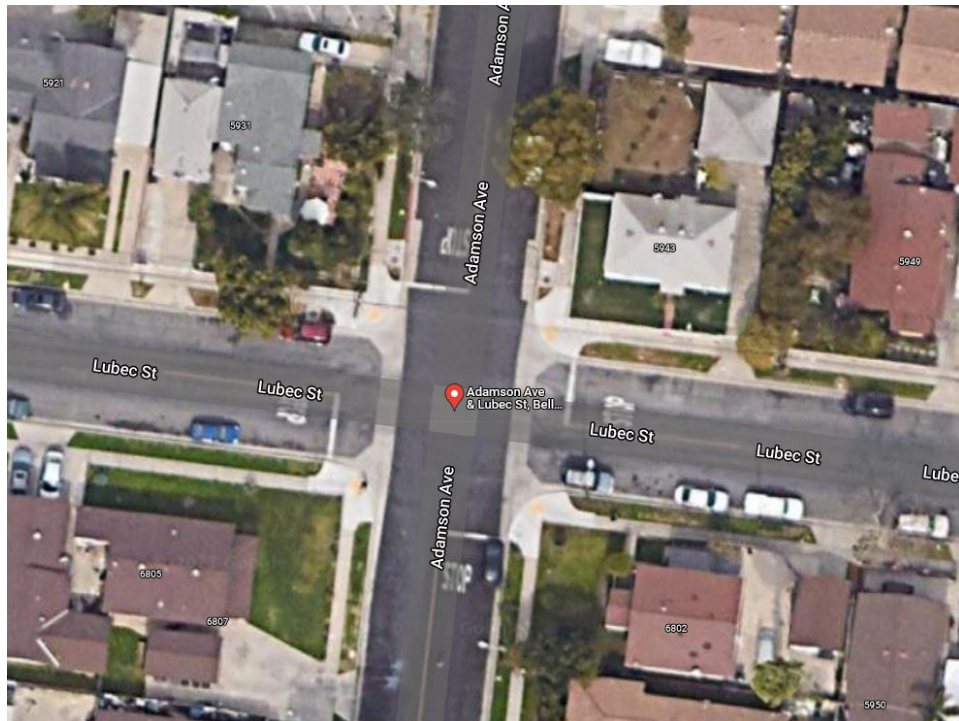


Figure 1 - Aerial View of Lubec Street at Adamson Avenue



Figure 2 - Street View of Lubec Street at Adamson Avenue Showing Donuts

EXISTING CONDITIONS AND STREET LIGHTING:

Both Lubec Street and Adamson Avenue are two-lane residential streets with a posted speed limit of 25 miles per hour (MPH) with parking allowed on both sides of each street. Figures 3 and 4 show that there is adequate street lighting at this intersection.



Figure 3 - Lubec at Adamson Looking West



Figure 4 - Lubec St. at Adamson Ave. Looking East

Regarding the reported activity of motorists making donuts in the intersection, the Traffic Engineer researched the topic for possible solutions. The results indicate that street racing and

doughnut burn outs are a nationwide problem, including in California. Persons take over intersections and use their vehicles to do donut burn outs with their vehicles. This action has resulted in injuries and deaths to bystanders watching the event. In Los Angeles and other CA cities, rumble strips have been used to reduce the attractiveness of the street surface for such actions. However, no adopted standards have been identified to determine their effectiveness.

The installation of rumble strips is not recommended in Bell Gardens for this location until follow up studies and/or standards become available that will evaluate the impacts to vehicles and bicycles after they have been installed on local streets. There are safety concerns with their use as well as potential noise impact to residential neighborhoods as vehicles drive over them. Typically, rumble strips are used on freeways to alert motorists who have drifted off the freeway onto the shoulder.

Other methods to address the activity include police enforcement, special ordinances, and fines for violators along with camera installations at intersections. Video surveillance is useful to help identify violators. Techniques used in San Diego, such as the adoption of a spectator ordinance and a forfeiture ordinance to allow the forfeiture of vehicles used in illegal speed contests, could be duplicated in Bell Gardens.

Police enforcement will be necessary to ensure motorists do not use their vehicles to perform donut making activities at this intersection. At this point in time, there is no clear-cut solution for vehicles making donuts in an intersection at random times.

FISCAL IMPACT:

The estimated cost for additional enforcement is not known at this time, as it depends on the activities and resources the Police Department has to address weekend evening activities.

RECOMMENDATION:

After careful review, it is the Traffic Engineer's recommendation that Traffic and Safety Commission, by motion, approve the following recommendation:

1. Request Police enforcement on Friday through Sunday evenings, to help deter and/or address vehicles from performing donut making activities at this intersection.
2. Continue to research for new measures, studies and evaluation that may be developed to address the reported activity.

ATTACHMENTS: None