TRAFFIC & SAFETY COMMISSION

CITY OF BELL GARDENS

City Council Chambers
7100 Garfield Avenue
Bell Gardens, CA 90201

Meeting
Tuesday, August 2, 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.

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

CITY STAFF

Grissel Chavez, Director of Public Works
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 JULY 5, 2022
8. TRAFFIC SAFETY ANALYSIS – REQUEST FOR A FOUR-WAY STOP SIGN AT THE INTERSECTION OF JABONERIA ROAD AND CECILIA STREET
9. TRAFFIC SAFETY ANALYSIS – REQUEST FOR A FOUR-WAY STOP SIGN AT THE INTERSECTION OF EMIL AVENUE AND CHARNER STREET
10. COMMENTS FROM STAFF
11. COMMENTS FROM COMMISSIONERS
12. ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, SEPTEMBER 6, 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

July 5, 2022

CALL TO ORDER: Chairperson Heredia called the Traffic & Safety Commission Meeting to order at 5:35 pm.

ROLL CALL: Secretary Veronica Sanchez took roll call.

PRESENT: Chairperson Heredia, Commissioner Barrera, Commissioner Gavilanes and Commissioner Sanchez were present. Douglas Benash, City Engineer; and Veronica Sanchez, Secretary were also present.

INVOCATION: Secretary Sanchez led the invocation.

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

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

PUBLIC AGENDA AND NON-AGENDA ITEMS: No comments were received.

APPROVAL OF MINUTES OF JUNE 7, 2022: Commissioner Gavilanes made the motion and Commissioner Sanchez second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Barrera, Gavilanes and Sanchez.

TRAFFIC SAFETY ANALYSIS-REQUEST FOR RED CURB AT DRIVEWAY EXIT AT 6608 EASTERN AVE: Douglas Benash, City Engineer gave the report. The Public Works Department received a request for installation of red curb at 6608 Eastern Avenue. Eastern Avenue is a four lane arterial street, 85 feet wide, with posted speed limit of 40 MPH, going north and south with parking permitted on both sides of the streets and a raised median island. The entry to the parking lot is right turn in and right turn out at 6608 Eastern Avenue. A site investigation was completed and confirmed that adding 10 feet of red curb would give motorists better visibility and enhance the safety of pedestrians on the sidewalk. It is recommended that the Commission approve the 10 feet installation of

red curb at 6608 Eastern Avenue and direct staff to request City Council consideration.
Chairperson Heredia pointed out that the red curb would affect residential parking since it is on Eastern Avenue and is primarily commercial.
Commissioner Barrera made the motion and Commissioner Gavilanes second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Barrera, Gavilanes and Sanchez.

COMMENTS FROM STAFF:

Secretary Sanchez updated the Commission on a few things: The blue curb was installed at Bell Gardens Elementary, the green curb at 8056 Garfield was also installed, the speed humps on Perry Road between Loveland and Foster Bridge are scheduled to be installed mid-month and lastly the speed hump surveys were delivered on Ira Avenue and we are waiting on those to come back.

COMMENTS FROM THE COMMISSIONERS:

Commissioner Gavilanes hoped everyone had a happy 4th of July.
Commissioner Sanchez was pleased to see the LED street light in her block.
Chairperson Heredia second Commissioner Gavilanes hoping that everyone had a safe and happy 4th.

ADJOURNMENT:

Chairperson Heredia adjourned the meeting at 5:44 p.m. to the next scheduled meeting of August 2, 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**
Douglas Benash, PE, QSD, City Engineer

SUBJECT: **TRAFFIC SAFETY ANALYSIS – Request for a Four-Way Stop Sign at the Intersection of Jaboneria Road and Cecilia Street**

DATE: **August 2, 2022**

BACKGROUND/DISCUSSION:
The Public Works Department received a request for the installation of a four-way stop (all-way stop) at the intersection of Jaboneria Road and Cecilia Street due to reported concerns about the intersection visibility and safety. Attachment No. 1 shows the general site location.

EXISTING CONDITIONS:
The City Engineer completed a site investigation of the location to confirm existing intersection and sight distance conditions. Attachment No. 2 shows the intersection views looking East, West, North and South with two-lane approaches. Site inspection showed vehicles parked near the intersection.

INVESTIGATION AND DISCUSSION:
Based on the reported resident's concerns, the City Engineer reviewed past reports for this intersection to identify all safety issues. The review included available traffic volume and pedestrian counts and accident history collected for this intersection.

Regarding the request for the installation of an All-Way Stop Intersection at this location, the California Manual of Uniform Traffic Control Devices (MUTCD) has established three (3) different warrants most applicable to residential street intersections, one of which must be satisfied before stop sign installations can be classified as warranted. The warrants are summarized as follows:

1. Collisions – Involving five (5) or more reported crashed in a 12-month period that are susceptible to corrections by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
2. Volumes – The vehicular volume entering the intersection from the major street approaches (total of both approaches) average at least 300 vehicles per hour for each of any 8 hours on an average day. The combined vehicular, pedestrian, and bicycle

volumes for the minor street approaches (total for both approaches) average at least 200 units per hour for the same 8 hours, with an average delay to the minor-street traffic of at least 30 seconds per vehicle during the highest hour.

3. Sight Distance – Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop to ensure safety. Evidence that sight distance is a contributing factor will be supported by the existence of traffic collisions which could be susceptible to correction by installing stop signs.

Collision Warrant:
Statewide Integrated Traffic Records System (SWITRS) data was acquired via the Transportation Injury Mapping System (TIMS) and reviewed to determine the frequency of traffic collisions for the subject intersection. Traffic collision records for this intersection was reviewed for the most recent three (3) year period (between 06-01-2019 to 06-01-2022). The CA-MUTCD stop sign warrant requires an individual intersection to experience five or more reported collisions in a 12-month period susceptible to correction by a multi-way stop installation. A review of the reported accident history for three years revealed one (1) accident at the Jaboneria Road – Cecilia Street intersection. The accident history is shown in Attachment No. 3. The accident was a broadside type, involving a right-of-way issue where west bound traffic failed to yield the right-of-way to the south bound traffic.

The lack of left-turn and right-turn accidents at the Jaboneria Road and Cecilia Street intersection indicates not meeting the accident warrant for an All-Way Stop Sign intersection at this time.

Traffic Volume Warrant:
The traffic volume warrant requirement of at least 300 vehicles per hour for each of any 8-hours of an average day will rarely, if ever, be met at a residential intersection. That requirement equates to a minimum traffic volume of 2,400 vehicles within an 8-hour period at the intersection. Traffic volumes of that magnitude are typically only achievable on major arterial and collector streets like Clara Street, and are likely not present at this Jaboneria Road and Cecilia Street intersection. Although there are no City records documenting actual traffic volume counts for the two subject streets, the required traffic volume count is believed to not be met at this location.

Sight Distance Warrant:
The MUTCD recommends a minimum of 155 feet of clear stopping sight distance on 25 MPH street for motorists to avoid collisions with other vehicles. Based on a field review of existing conditions, there is a need to improve the existing sight distance and safety at this intersection as the prima facie speed limit is 25 MPH for both streets.

The intersection of Jaboneria Road and Cecilia Street is a “skewed” intersection. The actual layout of the intersection is skewed and not the typical “cross” intersection, as shown in Attachment No. 1. Because of its skewed configuration, this intersection limits the sight distance to a greater extent at the acute angle corners.

To further evaluate the stopping sight distance requirements at this intersection, the above MUTCD information was used to evaluate the intersection stopping sight distance as seen from

Cecilia Street. Based upon the prima facie approach speed of 25 MPH and the driver eye height location being back 15 feet minimum from the existing curb line extensions on Jaboneria Road, a sight distance triangle was plotted. The 15 feet location point is used by Caltrans in the Highway Design Manual and AASHTO for intersection sight distance evaluations. Based on the review of the plotted triangle, the intersection needs to be clear of obstructions or parked vehicles to allow a motorist to come to a complete and safe stop at the prima facie speed of 25 MPH. This review indicates a need for approximately 140 feet of red curb on Jaboneria Road. However, it is recognized that curb parking within the City's residential neighborhoods is in very short supply, and the addition of such red curb is not desirable as it would negatively impact parking at this intersection.

Field observations indicate that the installation of a multi-way stop at the existing intersection could moderately increase sight distance and improve the motorists' visibility.

MUTCD ADDITIONAL CRITERIA:
The MUTCD, Section 2B.07 for Multi-Way Stop Applications, allows other criteria that may be considered in the engineering study when considering the installation of stop signs. They include:

A. The need to control left turn conflicts

This is not applicable due to no left turn conflict accidents over the past three years.

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

This is not applicable due to the lack of accidents over the past three years.

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

The actual layout of the intersection is "skewed" and not the typical "cross" intersection. This skewed intersection limits the sight distance to a greater extent at the acute angle corners. Due to the skewed intersection layout, the installation of a multi-way stop meets the criteria under this section.

D. An intersection of two (2) residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Jaboneria Road is classified as a collector with Cecilia Street a local residential street, therefore this criteria is not met.

In conclusion, it is the City Engineer's findings that the installation of a multi-way stop sign at this intersection of Jaboneria Road and Cecilia Street meets the required MUTCD criteria for the sight distance warrant and MUTCD Section 2B.07, item C. Additionally, staff will add this intersection to the list of potential future "Complete Street" projects. This means the intersection will be evaluated to address operational and safety concerns and identify applicable "Complete

Street" tool box of improvements. Funding for improvements can then be later pursued through competitive grants.

RECOMMENDATION:

After the City Engineer's review and evaluation of the aforementioned data, including warrant conditions and the operational criteria in the MUTCD Section 2B.07 - Multi-Way Stop sign application, it is determined that an all-way stop sign intersection at Jaboneria Road and Cecilia Street is warranted. Therefore, it is the City Engineer's recommendation that the Traffic and Safety Commission, by motion, direct staff to request City Council consideration of the following improvements at the subject intersection:

1. Install two (2) 30 inch Stop Signs on Jaboneria Road in the northwest (NW) and southeast (SE) corners of the intersection.
2. Install limit lines and STOP legends on the Jaboneria Road approaches.
3. Refresh all other intersection striping.

FISCAL IMPACT:

The estimated cost for installing the new stop sign, legends, and curb painting is approximately $750 and is available in the current Street Maintenance Budget.

ATTACHMENTS: Attachment No. 1 – Aerial and Street View of Subject Property
Attachment No. 2 – Directional Photographs
Attachment No. 3 – 3 Year Accident History

CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT

TRAFFIC AND SAFETY COMMISSION
Jaboneria-Cecilia – Attachment No. 1

CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT

TRAFFIC AND SAFETY COMMISSION
Jaboneria-Cecilia – Attachment No. 2

Jaboneria Road – Looking South

Cecilia Street – Looking East

Jaboneria Road – Looking North

Cecilia Street – Looking West

City of Bell Gardens

SWITRS Traffic Accident Summary

Accidents Reported Between 6/01/2019 and 6/01/2022

Based on information reported by the Statewide Integrated Traffic Records System.

Primary Street: **JABONERIA RD.**

Secondary Street: **CECILIA ST.**

Date / ID	Time	Dist / Dir	Severity	Type	Primary Collision Factor	Code
3/4/2020	1151	0 Feet Int.	PDO	BROADSIDE	R-O-W AUTO	21800A

Party:	Dir of Travel:	Movement:	At Fault:	Sobriety:	Killed:	Injured:
1	West	Proceeding Straight	Yes	HNBD	0	0
2	South	Proceeding Straight	No	HNBD	0	0

1 Collision was reported at this intersection, during this period.

Collision Report Summary by Type

Direction	*Total*	*Broadside*	*Sideswipe*	*Rear End*	*Hit Object*	*Veh/Ped*	*Head On*	*Overturn*	*Other*
North	0	0	0	0	0	0	0	0	0
South	0	0	0	0	0	0	0	0	0
East	0	0	0	0	0	0	0	0	0
West	1	1	0	0	0	0	0	0	0
Not Stated	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	0	0	0	0	0	0

CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: **Traffic and Safety Commission**

FROM: **Grissel Chavez, Director of Public Works**
Douglas Benash, PE, QSD, City Engineer

SUBJECT: **TRAFFIC SAFETY ANALYSIS – Request for a Four-Way Stop Sign at the Intersection of Emil Avenue and Charner Street**

DATE: **August 2, 2022**

BACKGROUND/DISCUSSION:
The Public Works Department received a request for the installation of a four-way stop (all-way stop) at the intersection of Emil Avenue and Charner Street due to reported concerns about the intersection visibility and safety. Attachment No. 1 shows the general site location.

EXISTING CONDITIONS:
The City's Traffic Engineer completed a site investigation of the location to confirm existing intersection and sight distance conditions. Attachment No. 2 shows the intersection views looking East, West, North and South with two-lane approaches. Site inspection showed vehicles parked near the intersection.

INVESTIGATION AND DISCUSSION:
Based on the reported resident's concerns, the City Engineer reviewed past reports for this intersection to identify all safety issues. The review included available traffic volume and pedestrian counts and accident history collected for this intersection.

Regarding the request for the installation of an All-Way Stop Intersection at this location, the California Manual of Uniform Traffic Control Devices (MUTCD) has established three (3) different warrants most applicable to residential street intersections, one of which must be satisfied before stop sign installations can be classified as warranted. The warrants are summarized as follows:

1. Collisions – Involving five (5) or more reported crashed in a 12-month period that are susceptible to corrections by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
2. Volumes – The vehicular volume entering the intersection from the major street approaches (total of both approaches) average at least 300 vehicles per hours for ach of any 8 hours on an average day. The combined vehicular, pedestrian, and bicycle volumes for the minor street approaches (total for both approaches) averages at least

200 units per hour for the same 8 hours, with an average delay to the minor-street traffic of at least 30 seconds per vehicle during the highest hour.

3. Sight Distance – Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop to ensure safety. Evidence that sight distance is a contributing factor will be supported by the existence of traffic collisions which could be susceptible to correction by installing stop signs.

Collision Warrant:
Statewide Integrated Traffic Records System (SWITRS) data was acquired via the Transportation Injury Mapping System (TIMS) and reviewed to determine the frequency of traffic collisions for the subject intersection. Traffic collision records for this intersection was reviewed for the most recent three (3) year period (between 06-01-2019 to 06-01-2022). The CA-MUTCD stop sign warrant requires an individual intersection to experience five or more reported collisions in a 12-month period susceptible to correction by a multi-way stop installation. A review of the reported accident history for three years revealed no accidents at the Emil Avenue and Charner Street intersection. The accident history is shown in Attachment No. 3.

The lack of left-turn and right-turn accidents at the Emil Avenue and Charner Street intersection indicates not meeting the accident warrant for an All-Way Stop Sign intersection at this time.

Traffic Volume Warrant:
The traffic volume warrant requirement of at least 300 vehicles per hour for each of any 8-hours of an average day will rarely if ever be met at a residential intersection. That requirement equates to a minimum traffic volume of 2,400 vehicles within an 8-hour period at the intersection. Traffic volumes of that magnitude are typically only achievable on major arterial and collector streets like Clara Street and are likely not present at this Emil Avenue and Charner Street intersection. Although there are no City records documenting actual traffic volume counts for the two subject streets, the required traffic volume count is believed to not be met at this location.

Sight Distance Warrant:
The MUTCD recommends a minimum of 155 feet of clear stropping sight distance on 25 MPH street for motorists to avoid collisions with other vehicles. Based on a field review of existing conditions, there is a need to improve the existing sight distance and safety at this intersection as the prima facie speed limit is 25 MPH for both streets.

To further evaluate the stopping sight distance requirements at this intersection, the above MUTCD information was used to evaluate the intersection stopping sight distance as seen from Charner Street. Based upon the prima facie approach speed of 25 MPH and the driver eye height location being back 15 feet minimum from the existing curb line extensions on Emil Avenue, a sight distance triangle was plotted. The 15 feet location point is used by Caltrans in the Highway Design Manual and AASHTO for intersection sight distance evaluations. Based on the review of the plotted triangle, the intersection needs to be clear of obstructions or parked vehicles to allow a motorist to come to a complete and safe stop at the prima facie speed of 25 MPH. This review indicates a need for approximately 50-75 feet of red curb on Emil Avenue.

Field observations indicate that the existing intersection sight distance could be increased moderately while improving the motorists' visibility by prohibiting curb side parking with the installation of 10 feet of red curb at the northwest corner, south bound Emil Ave, and the southeast corner, northbound Emil Ave.

MUTCD ADDITIONAL CRITERIA:
The MUTCD, Section 2B.07 for Multi-Way Stop Applications, allows other criteria that may be considered in the engineering study when considering the installation of stop signs. They include:

A. The need to control left turn conflicts

This is not applicable due to no left turn conflict accidents over the past three years.

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

This is not applicable due to the lack of accidents over the past three years.

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

This is not applicable due to the lack of traffic volumes at the intersection

D. An intersection of tow residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Emil Avenue and Charner Street are both local residential streets, therefore, this criteria is not met.

In conclusion, it is the City Engineer's findings that the installation of a multi-way stop sign at this intersection is not warranted under the MUTCD criteria. However, the installation of red curb is necessary to improve sight distance and motorist visibility. Additionally, staff will add this intersection to the list of potential future "Complete Street" projects. This means the intersection will be evaluated to address operational and safety concerns and identify applicable "Complete Street" tool box of improvements. Funding for improvements can then be later pursued through competitive grants.

RECOMMENDATION:

After the City Engineer's review and evaluation of the aforementioned data, including warrant conditions and the operational criteria in the MUTCD Section 2B.07 - Multi-Way Stop sign application, it is determined that an all-way stop sign intersection at Emil Avenue and Charner Street is not warranted. Therefore, it is the City Engineer's recommendation that the Traffic and Safety Commission, by motion, direct staff to request City Council consideration of the following improvements at the subject intersection:

1. Install new red curb, 10 feet in length on Emil Ave at the northwest corner, south bound traffic beginning at the BC going north.
2. Install new red curb, 10 feet in length on Emil Ave at the southeast corner, northbound traffic beginning at the BC going south.

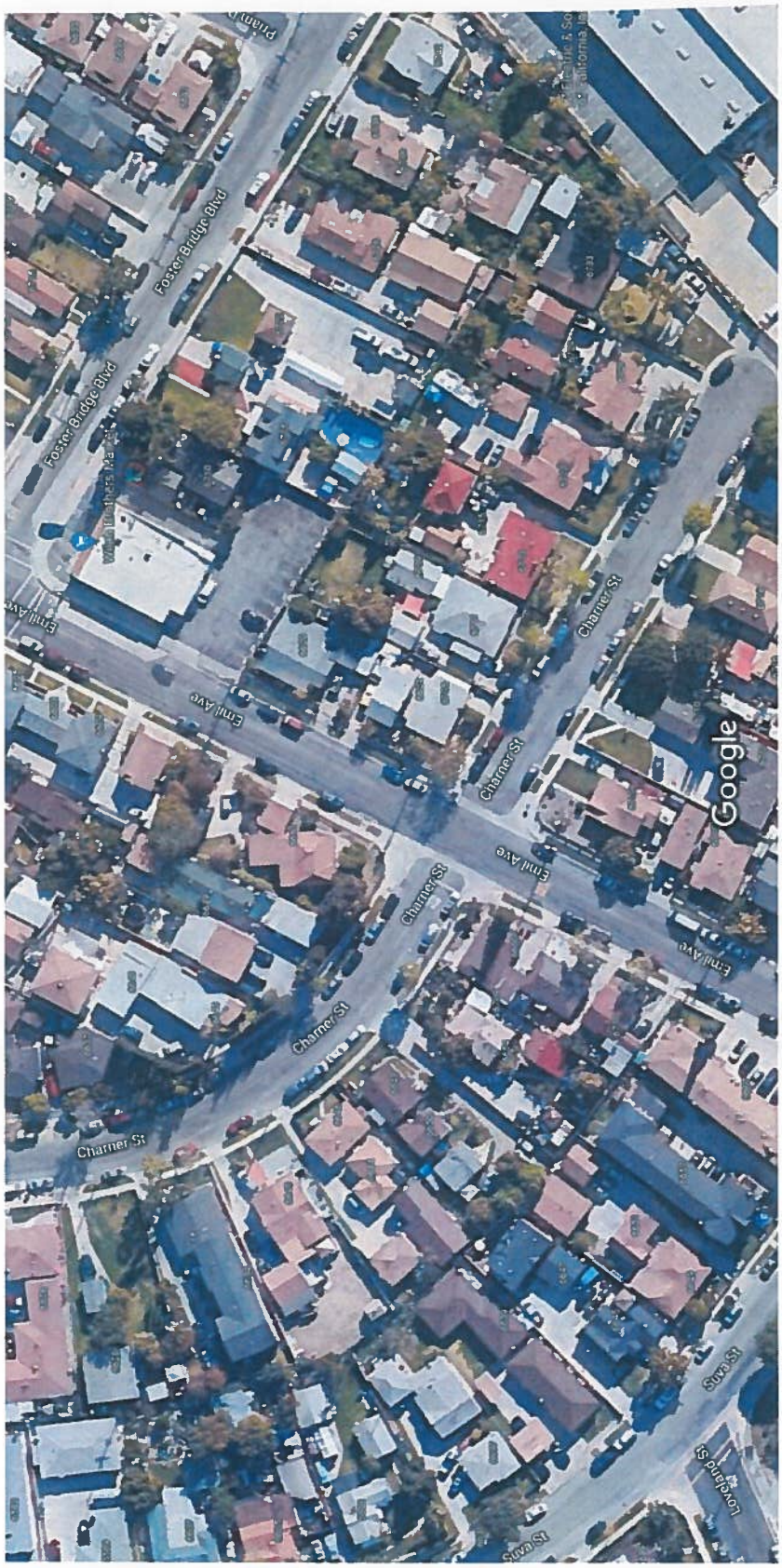
FISCAL IMPACT:

The estimated cost for installing the new red curb is approximately $350 and is available in the current Street Maintenance Budget.

ATTACHMENTS: Attachment No. 1 – Aerial and Street View of Subject Property
Attachment No. 2 – Directional Photographs
Attachment No. 3 – 3 Year Accident History

CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT

Traffic and Safety Commission
Emil-Charner – Attachment No. 1



CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT

Traffic and Safety Commission
Emil-Charner – Attachment No. 2

Emil Avenue – Looking North

Charner Street – Looking East

Emil Avenue – Looking North

Charner Street – Looking West

City of Bell Gardens

SWITRS Traffic Accident Summary

Accidents Reported Between 6/01/2019 and 6/01/2022

Based on information reported by the Statewide Integrated Traffic Records System.

Primary Street: **EMIL AVE.**

Secondary Street: **CHARNER ST.**

0 Collisions were reported at this intersection, during this period.

Collision Report Summary by Type

Direction	*Total*	*Broadside*	*Sideswipe*	*Rear End*	*Hit Object*	*Veh/Ped*	*Head On*	*Overturn*	*Other*
North	0	0	0	0	0	0	0	0	0
South	0	0	0	0	0	0	0	0	0
East	0	0	0	0	0	0	0	0	0
West	0	0	0	0	0	0	0	0	0
Not Stated	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0