

## **TRAFFIC & SAFETY COMMISSION**

### **CITY OF BELL GARDENS**

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

**Meeting  
Tuesday, September 6, 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](mailto: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 AUGUST 2, 2022
8. TRAFFIC SAFETY ANALYSIS – REQUEST FOR ADDED PROTECTED LEFT TURN LANE SIGNALS TO THE EXISTING TRAFFIC SIGNAL AT GARFIELD AVENUE AT CLARA STREET
9. TRAFFIC SAFETY ANALYSIS – REQUEST FOR DIRECTIONAL AIDS EAST BOUND TRAFFIC 5800 BLOCK CLARA STREET
10. TRAFFIC SAFETY ANALYSIS – REQUEST FOR RED CURB 8007 GARFIELD AVENUE
11. TRAFFIC SAFETY ANALYSIS – REQUEST FOR ENHANCING OF EXISTING CROSSWALKS WITH ARTWORK
12. COMMENTS FROM STAFF
13. COMMENTS FROM COMMISSIONERS
14. ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, OCTOBER 4, 2022

Staff Reports or other documentation regarding agenda items are available for view at [www.bellgardens.org](http://www.bellgardens.org).

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

**August 2, 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, Vice-Chair Velasco, Commissioner Barrera, Commissioner Gavilanes and Commissioner Sanchez were present. Douglas Benash, City Engineer; Grissel Chavez, Director of Public Works 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:** No comments were received.

**APPROVAL OF MINUTES OF JULY 5, 2022:** Commissioner Sanchez made the motion and Commissioner Barrera second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Barrera, Gavilanes and Sanchez. ABSTAIN: Velasco.

**TRAFFIC SAFETY ANALYSIS-  
REQUEST FOR A FOUR-WAY  
STOP SIGN AT THE INTERSECTION  
OF JABONERIA ROAD AND  
CECILIA STREET:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request for installation of a four-way or all-way stops at the intersection of Jabonaria Road and Cecilia Street due to reported visibility and safety concerns. A site investigation was completed to confirm the existing sight distance conditions. The California Manual of Uniform Traffic Control Devices (MUTCD) has established three warrants for residential intersections: Collisions – involving 5 or more reported in a 12 month period. Volume – The number of vehicles entering the intersection from the major street approaches averaging at least 300 vehicles

per hour for every 8 hours. Sight Distance: Location where a road user after stopping cannot see conflicting traffic and unable to negotiate the intersection unless conflicting cross traffic requiring stopping to ensure safety. The lack of accidents at the intersection of Jaboneria Road and Cecilia Street did not meet the accident warrant of an all way stop intersection currently. The traffic volume is likely not met. The requirement equates to 2,400 vehicles within an 8-hour period. However, the sight distance warrant is met. The intersection of Jaboneria Road and Cecilia Street is a skewed intersection. The actual layout is not a 90 degree. Based on the speed limit 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. It is recommended that the Commission approve for City Council consideration the installation of two (2) 30 inch stop signs at Jaboneria northwest and southwest intersection. Install limit lines and STOP legends on Jaboneria approaches and refresh all other intersection striping. The estimated cost is approximately \$750. Vice-Chair Velasco confirmed it's a great idea, especially since it need a school. Mr. Benash confirmed it's north of the intersection. Chair Heredia asked if the speed limit signs "when children are present" are in place on Jaboneria. Ms. Chavez explained that they are usual present 300 feet from schools. Staff will confirm. Commissioner Gavilanes made the motion and Commissioner Sanchez second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera, Gavilanes and Sanchez.

**TRAFFIC SAFETY ANALYSIS-  
REQUEST FOR A FOUR-WAY  
STOP SIGN AT THE INTERSECTION  
OF EMIL AVENUE AND  
CHARNER STREET:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request for installation of a four-way or all-way stops at the intersection of Emil Avenue and Charner Street due to reported concerns about visibility and safety. A site investigation and a review of the intersection, traffic volume and pedestrian counts and accident history collected at this intersection was completed. The 3 warrants for establishing all way stop by the MUTCD were considered: Collisions, Volumes and Sight Distance. No

collisions were reported and the traffic volume is small, not meeting the average of 300 vehicles per hour for any 8 hours on a day. The MUTCD recommends a minimum of 155 feet of clear stopping sight distance on 25 MPH. It is determined that an all-way stop intersection at Emil Avenue and Charner Street is not warranted. However, it is recommended that staff refresh curb markings. It is recommended that the Commission by motion request City Council consideration of installation of 10 feet of new red curb on Emil Avenue at the northwest corner of Emil and 10 feet of new red curb on Emil Avenue at the southeast corner.

**COMMENTS FROM STAFF:**

Ms. Chavez gave a few updates. The broken mirror reported by Vice-Chair Velasco has been repaired. National Night Out event is tonight until 8:30, the event put on by the Police Department, supported by Recreation and Public Works. The budget was adopted at the last Council meeting of June. New funding has been allocated to complete projects that have been previously approved by the commission and lacked funding, 30 blinking stop signs have been approved to replace old stop signs near schools, this is phase I of 3. Also funded is the replacement of 8-9 feedback signs that are malfunctioning and 7 new feedback signs. Lastly, the Ira Avenue speed humps and the red curb on Eastern are scheduled for approval at the August 8<sup>th</sup> Council meeting.

**COMMENTS FROM THE COMMISSIONERS:**

Vice-Chair Velasco thanked staff for replacing the mirror and added that unfortunately the other mirror that staff installed at the Neighborhood Youth Center has been vandalized. Commissioner Gavilanes commented it was nice to see everyone and all the reported progress is great. He's also noticed staff re-painted curbs, it's all in the details. Chairperson Heredia appreciates all the updates and looks forward to seeing them.

**ADJOURNMENT:**

Chairperson Heredia adjourned the meeting at 5:59 p.m. to the next scheduled meeting of September 6, 2022.

**APPROVED BY:**

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**David Heredia, Chairperson**

**Submitted by:**

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**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 an Added Protected Left Turn Lane Signals to the Existing Traffic Signal at Garfield Avenue at Clara Street

**DATE:** September 6, 2022

**BACKGROUND/DISCUSSION:**

The Public Works Department received a request to add protective left turn signals for all directions at the Garfield Avenue at Clara Street signalized intersection. The basis of the request was to increase capacity through the intersection by providing dedicated left turn signals. The item was referred to the City Engineer for further investigation.

**EXISTING CONDITIONS:**

The City Engineer completed a site investigation to confirm existing intersection and sight distance conditions. In fiscal year 2018/19, the City budgeted funds to design the left turn movements at the intersection. However, one major concern was the lack of turning movement for westbound Clara Street traffic making a right turn to northbound Garfield Avenue. This is due to the existing intersection layout being an acute angle.

**INVESTIGATION AND DISCUSSION:**

To mitigate the turning movement requires right-of-way acquisition from the northeast corner property owner and this increased the project costs. The increased costs led to staff exploring other funding options. Staff applied to the Gateway City Council of Governments (GCCOG) I-710 TAC Early Action Funding which addresses traffic issues and impacts from work on the I-710 Freeway. The City was successful in securing funding for the intersection improvements at Garfield Avenue and Eastern Avenue.

The City subsequently proposed a project to the GCCOG I-710 TAC requesting funding in the amount of \$3.7 million for improvements along the Clara Street corridor from Eastern Avenue to Florence Avenue. The I-710 TAC approved the project with a recommendation to the Metro Board for funding. Currently, the City is waiting for the funding agreement from Metro which is expected in the Spring/Summer of 2023.

Based upon the anticipated timeline below, construction of the proposed improvement at Clara and Eastern is anticipated to be complete by winter 2024.

Metro approval of funding	Summer 2022
Agreement from Metro	Winter 2022
Preliminary engineering	Summer 2023
Final PS & E	January 2024
ROW Acquisition/TCE	March 2024
Construction bid/Award	Summer 2024
Construction	Winter 2024

Attachment No. 2 shows the power point presentation to the I-710 TAC including the ROW and Signal Improvements at Garfield Avenue and Clara Street.

**RECOMMENDATION:**

Based on a review of the available information, presented facts, and review by the City Engineer, the following recommendations are presented to the Traffic and Safety Commission for review and approval:

Receive and file. Staff will incorporate the request for dedicated left turn signals into the Metro I-710 Early Action funded project, anticipated to be completed by winter 2024.

**FISCAL IMPACT:**

The cost for installing the left turn signals at Garfield and Clara will be incorporated in the grant funding requested from Metro for the Clara Street Corridor Project.

**ATTACHMENTS:** Attachment No. 1 – Power Point Presentation to the I710 Committee





# PROPOSED I-710 EARLY ACTION PROJECT CLARA STREET CORRIDORS

I-710 TAC MEETING – NOVEMBER 2021

# OVERVIEW

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- Project Location - Need
- Project Description
- ROW Acquisition
- Project Funding Criteria

# PROJECT LOCATION AND NEED

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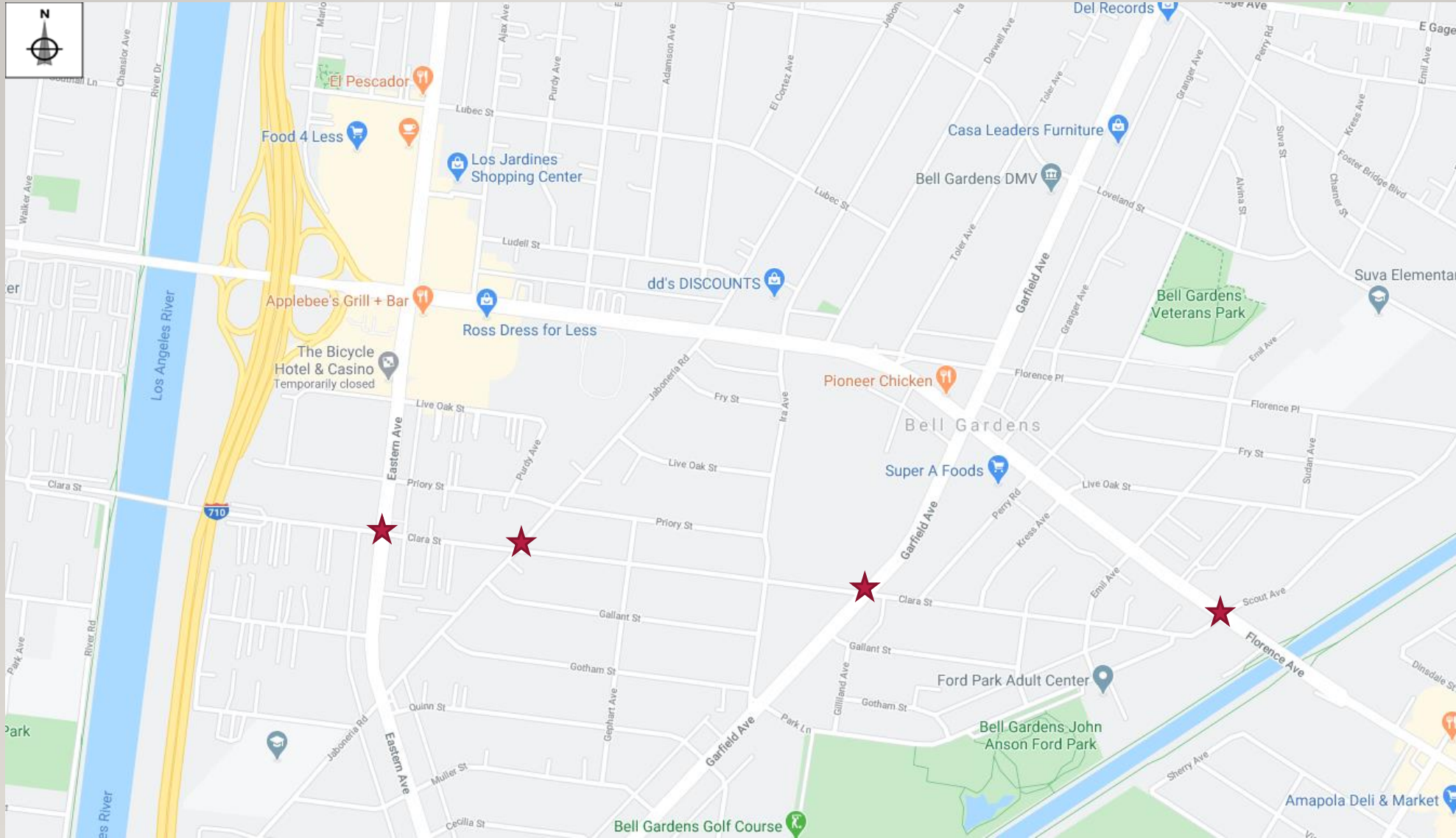
- Clara St corridor is parallel south of Florence Avenue from Huntington Park to the Bell Gardens/Downey boundary
- Clarra St is between Florence in Bell Gardens and Firestone in South Gate
- Clara St crosses both the I-710 and Los Angeles River. This is the only local crossing of the Los Angeles River, the others are arterials
- Address Projected Traffic Volumes, Improve Operations and Intersection Capacity
- 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)
- Address safety concerns due to accident history

# PROPOSED LOCATIONS FOR I-710 CORRIDOR PROJECT

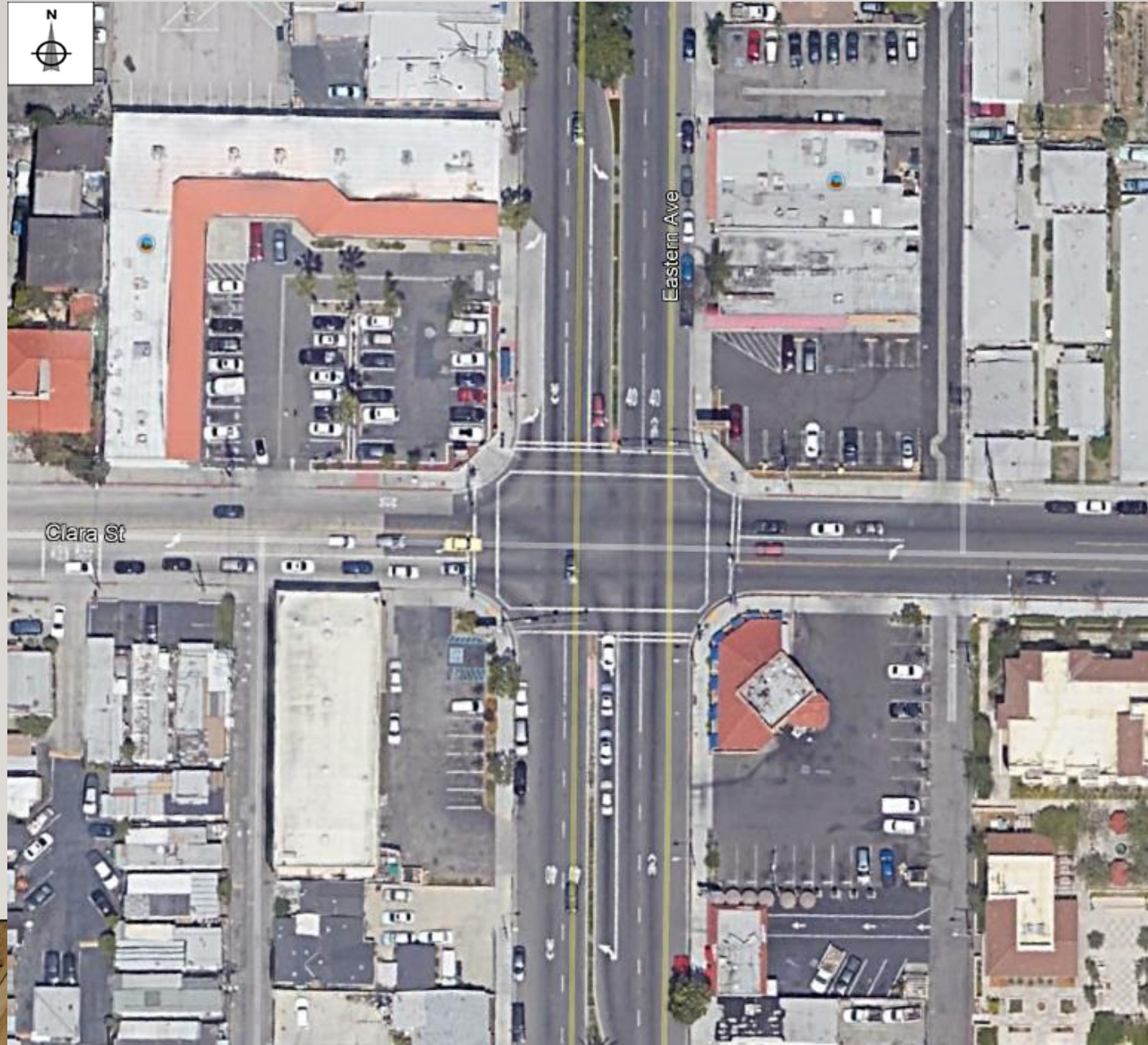
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- Intersection of Clara Street and Eastern Avenue
- Intersection of Clara Street Jaboneria Road
- Intersection of Clara Street and Garfield Avenue
- Intersection of Clara Street/Scout Street at Florence

# VICINITY MAP



# Intersection of Clara Street and Eastern Avenue- Existing Conditions.

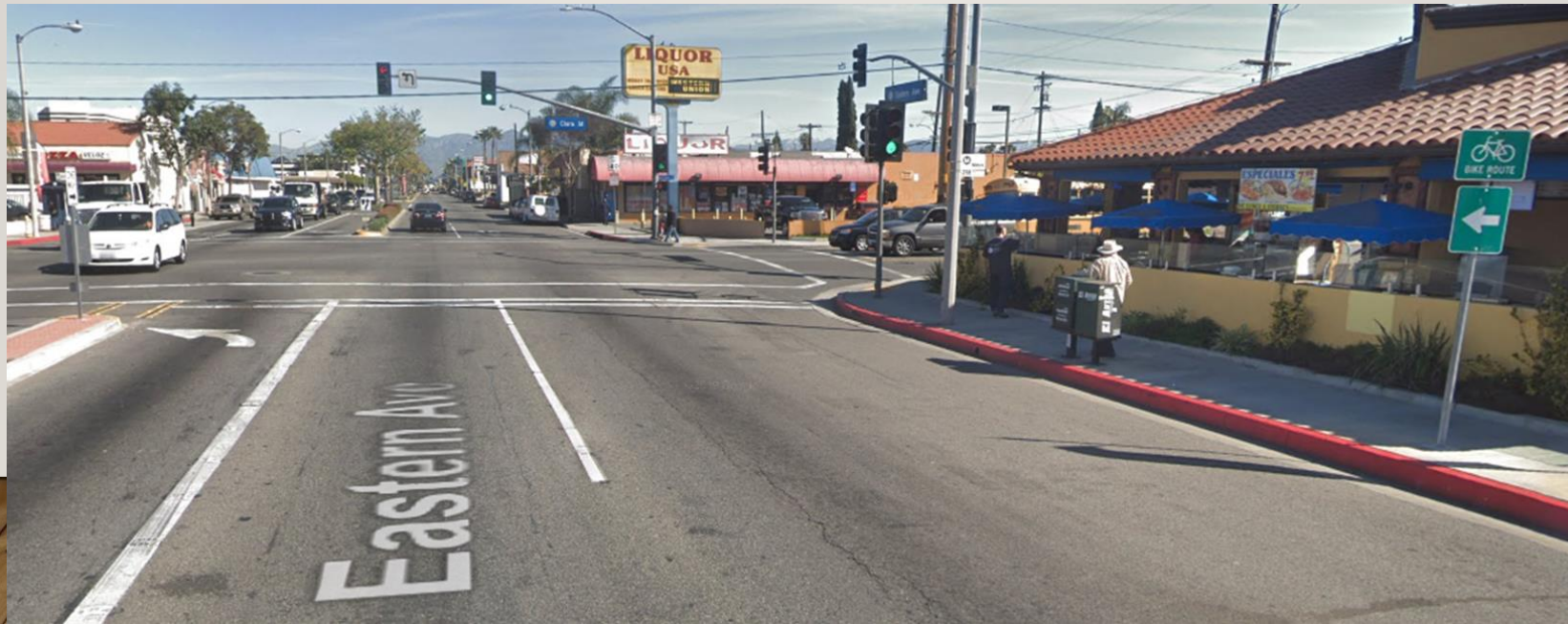


NB/SB Eastern has 2 thru lanes, left turn pockets

EB Clara has a thru/right turn lane with left turn pocket

WB Clara has dedicated lanes for thru, left turn and right turns

# Intersection of Clara Street and Eastern Avenue- Northbound

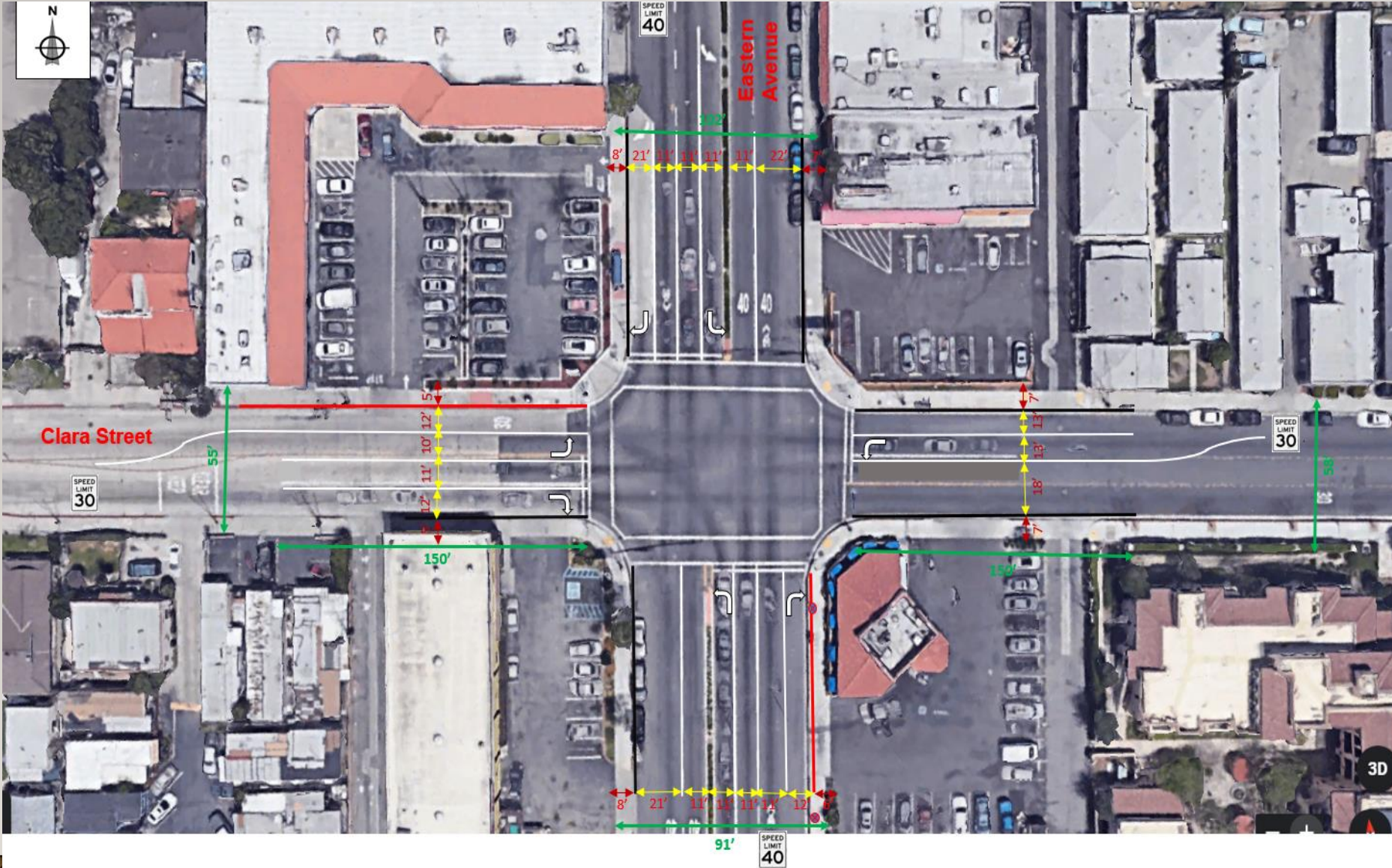


# Intersection of Clara Street and Eastern Avenue- Southbound





# Intersection of Clara Street and Eastern Avenue- Proposed Improvements



NB/SB Eastern, restripe for dedicated right turn lanes

EB Clara reduce NS sidewalk Width to allow for dedicated Left, Thru and Right turn lanes.

WB Unchanged and restriping

Signal and Roadway improvements for left turn Phasing.

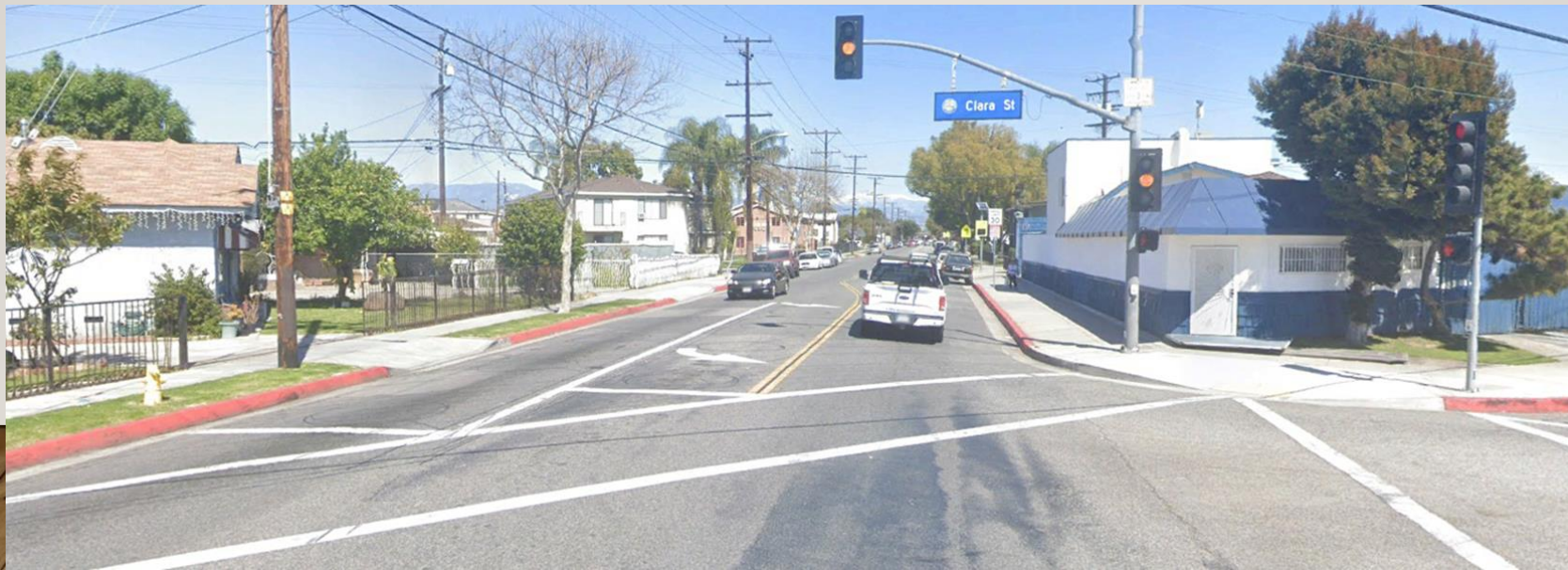
No ROW is required

# Intersection of Clara Street and Jaboneria Road- Existing Conditions



NB/SB Jaboneria has thru/right turn lanes with dedicated left turns  
EB/WB Clara has thru/right turn lane and dedicated left turn lanes  
The signal operates as a split phase for Clara

# Intersection of Clara Street and Jaboneria Road- Northbound



# Intersection of Clara Street and Jaboneria Road- **Southbound**



# Intersection of Clara Street and Jaboneria Road- Proposed Improvements



WB/EB Jaboneria to be Restriped to allow Dedicated left/thru/right lanes and change signal operations to normal versus split phase

NB/SB Jaboneria no changes, only striping

No ROW

# Intersection of Clara Street and Garfield Avenue- Existing Conditions



NB/SB Garfield has 2 thru lanes, dedicated left turn lanes with the parking lane acting as the right turn lane

WB/EB Clara has thru/right turn lane with dedicated left turn lane

The EB Clara to SB Garfield, an island is constructed to increase the curb radius for trucks

# Intersection of Clara Street and Garfield Avenue- Northbound

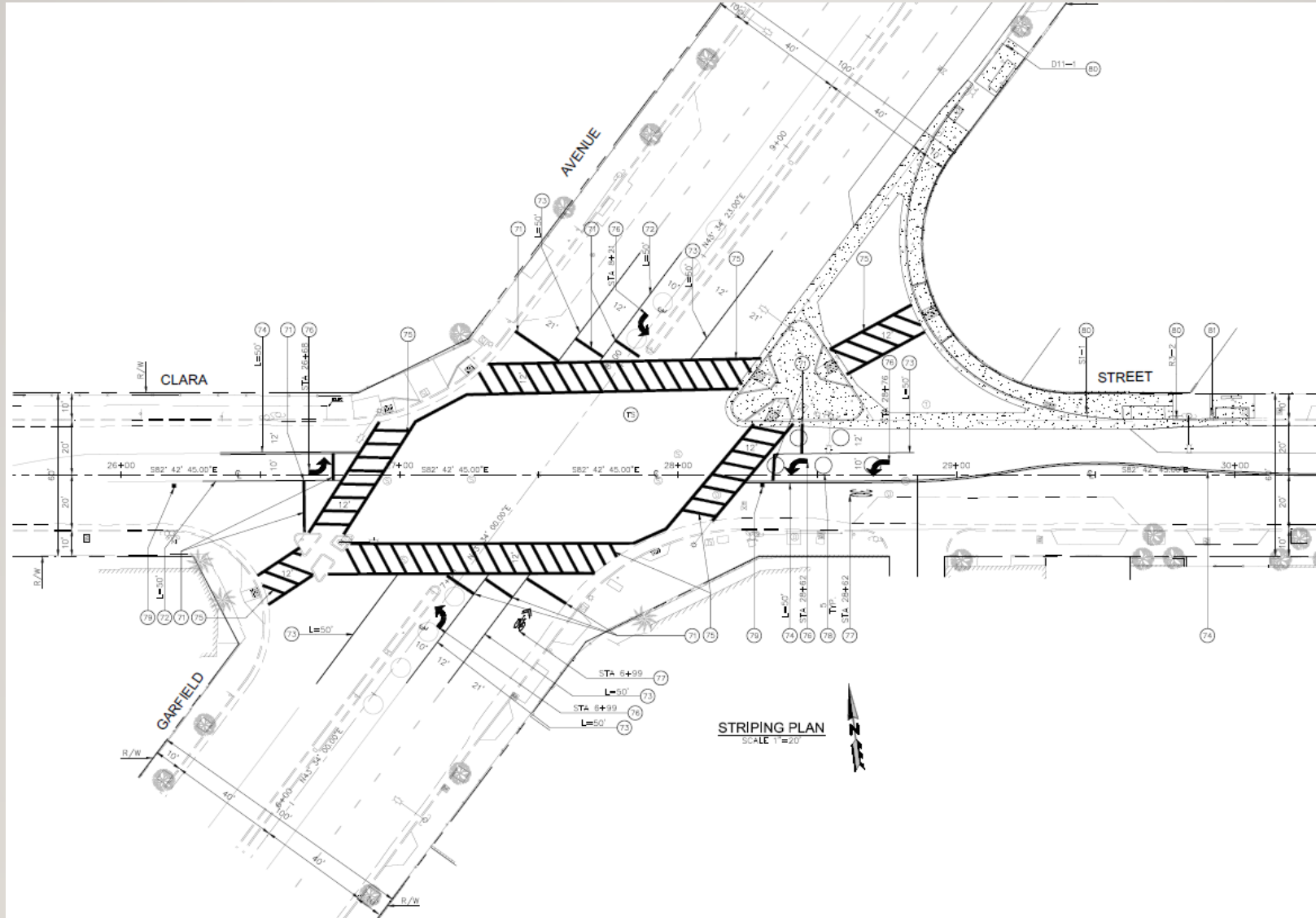


# Intersection of Clara Street and Garfield Avenue- **Southbound**





# Intersection of Clara Street and Garfield Avenue- Proposed Improvements



The project constructs an island for WB Clara to NB Garfield for increased turn radius.

Right of Way is required at this corner for the increased turn radius. It will only impact one parcel

# Intersection of Florence Avenue and Scout Avenue- Existing Conditions



WB/EB Florence is striped with 2 thru lanes, dedicated left turn lanes and thru/right turn lanes with peak hour parking restrictions

NB Clara is 1 lane thru with left turn and dedicated right turn lane

SB Scout are dedicated left, thru and right turn lanes.

No ROW

# Intersection of Florence Avenue and Scout Avenue- Northbound



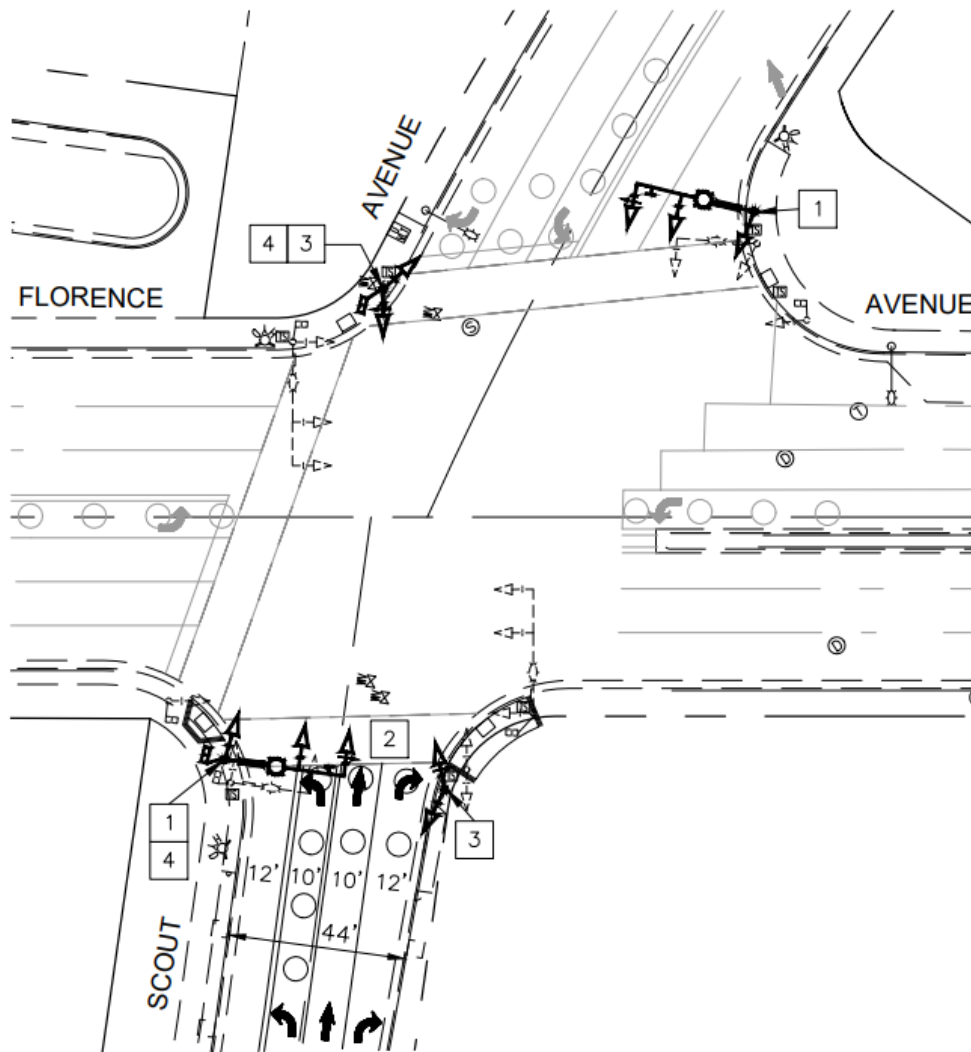
# Intersection of Florence Avenue and Scout Avenue- Southbound



# 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 INSTALL NEW TYPE 1-A SIGNAL POLE WITH ONE 5 SECTION VEHICLE HEAD AND ONE THREE SECTION VEHICLE HEAD.
- 4 FURNISH AND INSTALL NEW L.E.D. COUNTDOWN PEDESTRIAN SIGNAL FACE MODULE.



NB Clara sidewalks narrowed to allow for dedicated left, thru and right turn lanes.

SB Clara no changes, only striping

WB/EB Florence no changes, only striping

No ROW

# Funding Criteria

- 1) Is the initial project consistent with the I-710 Alternatives as currently defined?  
How is the project consistent (provide details)?
  - *Yes, the project is located within 0.5 miles from the I-710*
  - *The project is located between Early Action List intersections of Garfield/Firestone #61, Eastern/Florence #65, and Garfield/Florence #66*
  
- 2) Can the initial project stand alone by itself? Does it have independent utility? Can it be build consistent with existing and ultimate conditions in the I-710 corridor?
  - *Yes, the proposed project is need to improve current capacity, operations and traffic safety conditions*
  - *Independent Utility*
  - *Beneficial to the City regardless of the I-710*
  - *Will mitigate existing traffic deficiencies*

# Funding Criteria

3) Are there any costs that could be “lost” to make the project consistent with the potential ultimate configuration? If so, how much? Is the initial project consistent with the I-710 Alternatives as currently defined? How is the project consistent (provide details)?

- *No lost cost*

- *Consistent with the mitigation recommended for all Alternatives, considered to date*

4) What are the “risk” costs estimated to be associated with building the project early if the I-710 corridor design changes as currently proposed?

- *No “risk” cost because the improvement will benefit the communities regardless of the I-710 corridor design*

# Funding Criteria

7) What funding is being requested? What is the time frame for the funding request? Are there any existing funds, potential funding or matching funds (identify sources or potential sources)? Is the project consistent with the funding programmed for Measure R?

## Requested Funding

Activity	Costs
Preliminary Engineering	\$396,000
Environmental	\$40,000
Partial Right of Way Engineering/Acquisition, TCE's, Vacations,	\$1,000,000
Construction (Hard Costs)	\$2,200,000
Construction (Soft Costs)	\$330,000
<b>Total Funding Request</b>	<b>\$3,716,000</b>

- *The project is consistent with the fund programmed for Measure R*



# Funding Criteria

8) What is the schedule for this potential initial early action project?

Activity	Timeline	
	Start	Complete
Approval by TAC committee	Nov 2021	Fall 2021
Metro Approval of Funding	Spring 2022	Summer 2022
Metro Agreement	Fall 2022	Winter 2022
Preliminary Engineering	Spring 2023	Summer 2023
Final PS&E		Jan 2024
ROW Acquisition/TCE		Mar 2024
Construction Bid & Award	Summer 2024	Summer 2024
Construction	Fall 2024	Winter 2024

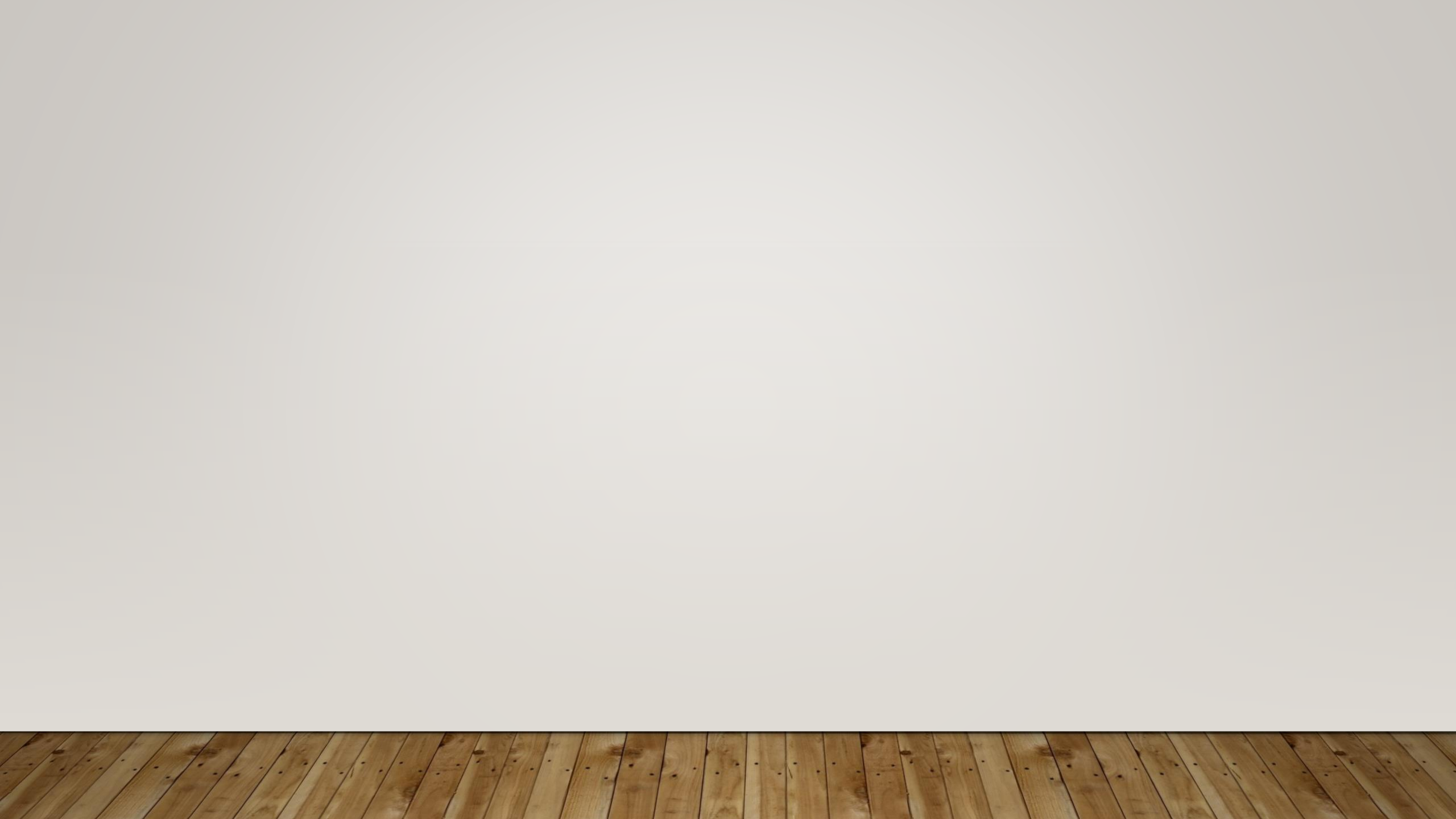
# Funding Criteria

9) Is there any other information that should be presented?

*-Partial ROW take minimized to mitigate disruption to existing businesses while providing improved intersection capacity, and traffic safety*

# Summary/Questions and Answers

- *Consistent with I-710 Project Goals*
- *Improves existing traffic operations*
- *Funding requested for project is \$3,716,000*



**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 Directional Aids - East Bound  
Traffic – 5800 blk Clara Street

**DATE:** September 6, 2022

**BACKGROUND/DISCUSSION:**

The Public Works Department received a request to provide directional aids on the 5800 block of Clara Street, to help alert drivers that the red curb ends and cars begin to park along the south side of the street. The item was referred to the City Engineer for further investigation. Attachment No. 1 shows the general site location.

**EXISTING CONDITIONS:**

The City Engineer completed a site investigation of the location to confirm existing roadway and sight distance conditions. This portion of Clara Street, easterly from Eastern Avenue, was widened in conjunction with the Terra Bella housing development project, located at 5720 Clara Street. At the time of that project, the City also installed a westbound left turn/painted median island for access into the housing development.

After the housing development was built, eastbound Clara returned to its original configuration. The south side curb was then painted red for no parking and to allow vehicles to transition into the original street configuration.

**INVESTIGATION AND DISCUSSION:**

In reviewing the site conditions, additional striping can be installed to improve safety. An additional channelization line is required to be installed to direct vehicles accordingly to the original Clara Street configuration. The proposed channelization line will extend from 2 feet to 8 feet off the curb face to mitigate impacts to parked cars at the east end of the channelization line, as shown in Attachment No. 2

**RECOMMENDATION:**

Based on a review of the available information, presented facts, and review by the City Engineer, the following recommendations are presented to the Traffic and Safety Commission for review and approval:

Approve the painting of a 6-inch-wide channelization line from the fire hydrant, 24 inches from the curb face, east of the residential development easterly driveway to westerly edge, 8 feet off the curb face, of the driveway for 5808 Clara Street.

**FISCAL IMPACT:**

The estimated cost for installing the new painted channelization line is approximately \$350 and is available in the FY 2022-23 Public Works Public Works Street Maintenance Budget.

**ATTACHMENTS:** Attachment No. 1 – Existing Conditions  
Attachment No. 2 – Proposed Striping

Google Maps 5814 Clara St



Map data ©2022, Map data ©2022 20 ft

Attachment No. 1  
EXISTING CONDITIONS

DR - 08/30/2022

Google Maps 5814 Clara St



Map data ©2022, Map data ©2022 20 ft

ATTACHMENT NO. 2  
 PROPOSED STRIPING

NOTES:  
 ① FAINT 6" WIDE WHITE CHANNELIZATION LINE

DBL 08/30/2022



**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 Red Curb - 8007 Garfield Avenue

**DATE:** September 6, 2022

**BACKGROUND/DISCUSSION:**

Staff received a request from a resident to install red curb to both sides of the driveway at 8007 Garfield Avenue. The item was referred to the City Engineer for further investigation. Attachment No. 1 shows the general site location.

**EXISTING CONDITIONS:**

The City Engineer completed a site investigation of the location to confirm existing roadway and sight distance conditions. This portion of Garfield Avenue is a mix of commercial and residential properties. Parking, as throughout the City, is a premium. The resident indicates vehicles park and block the driveway limiting the residents' ability to enter and exit their property. It is possible due to the proximity to the adjacent restaurant that these vehicles may belong to business patrons.

**INVESTIGATION AND DISCUSSION:**

In reviewing the site conditions and considering the impact possibly caused by the adjacent business, adding red curb to both sides of the driveway approach will help mitigate vehicle parking and blocking the driveway.

**RECOMMENDATION:**

Based on a review of the available information, presented facts, and review by the City Engineer, the following recommendations are presented to the Traffic and Safety Commission for review and approval:

1. Approve the installation of red curb (red tips) to both sides of the driveway at 8007 Garfield Avenue.

**FISCAL IMPACT:**

The estimated cost for installing the new red curb is approximately \$250 and is available in the FY 2022-23 Public Works Street Maintenance Budget.

**ATTACHMENTS:** Attachment No. 1 – Existing Conditions



NOTES:

① PAINT "RED TIPPING" TO BOTH SIDES OF DRIVEWAY.

ATTACHMENT NO 1  
EXISTING CONDITIONS / PAVED STRIPE

DRL 08/30/2022

**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 Enhancing of Existing  
Crosswalks with Artwork**

**DATE: September 6, 2022**

**BACKGROUND/DISCUSSION:**

The Public Works Department received a request to add decorative artwork to the City's existing crosswalks. In order to proceed with this type of request, a City study/policy will need to be developed prior to implementation. This will include a policy presentation to the Traffic Safety Commission and subsequent approval by Council.

**EXISTING CONDITIONS:**

The City follows the current guidelines and requirements for all crosswalks from the Manual of Uniform Traffic Control Devices, California Edition. In general, there are specific rules for crosswalks near schools and other locations. No such policy for decorative crosswalks exists in Bell Gardens. The new policy would only address crosswalk locations not impacted by schools.

**INVESTIGATION AND DISCUSSION:**

Staff can initiate the development of a policy upon the recommendation of the Traffic Safety Committee and subsequent approval from City Council.

**RECOMMENDATION:**

Direction to be provided by the Traffic & Safety Commission.

**FISCAL IMPACT:**

The estimated cost for the development of the policy can be funded utilizing FY 2022-23 Public Works Traffic Engineering budget. The estimated cost to complete the policy is \$4,500.

**ATTACHMENTS: None**