

**TRAFFIC & SAFETY COMMISSION MEETING
CITY OF BELL GARDENS**

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

**Tuesday, October 4, 2022
5:30 p.m.**

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 section 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 and Safety Commission may participate in meetings telephonically. The meeting will be held at Bell Gardens City Hall in the Council Chambers. The public may attend the meeting in person or may view the meeting online. The meeting will be recorded and live streamed on the City's website at <https://www.bellgardens.org/i-want-to/watch-commission-meetings>

ACCESSIBILITY: If requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, 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 vsanchez@bellgardens.org no later than one (1) hour before the scheduled meeting.

PUBLIC PARTICIPATION: Public comments are limited to 3 minutes per person. Non-agenda items will be limited to a total of 30 minutes.

IN-PERSON: Occupancy is limited to 50 members of the public. Individuals choosing to participate in person will be required to wear a mask at all times.

BY TELEPHONE: Phone Number: (669)900-9128 Webinar ID: 818 0091 8706# Passcode: *2021#
To address the City Council press *9 to raise your hand then *6 to unmute yourself when instructed.

VIRTUALLY: Zoom Meeting ID: 818 0091 8706 Passcode: 2021
Comments may also be made via the Zoom app by using the "Raise Hand" feature when it is your turn to speak the host will unmute you. *Comments will not be accepted in the QandA Chat function of the zoom app.

WRITTEN COMMENTS: Public comments may be submitted electronically by emailing them to vsanchez@bellgardens.org. To ensure distribution to the members of the Commission prior to consideration of the agenda, please submit comments no later than one (1) hour prior to the meeting. Those comments, as well as any comments received after, will be distributed to the members of the Commission and will be part of the official public record of the meeting.

For more information, you may contact the Department of Public Works during regular business hours 7:00 a.m. to 5:30 p.m., Monday through Thursday at (562) 806-7770.

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

During this time, members of the public may address the Commission regarding any agenda items, comments are limited to 3 minutes per person.

During this time, members of the public may address the Commission on non-agenda items, comments are limited to an overall 30 minute period for non-agenda items.

7. APPROVAL OF MINUTES OF SEPTEMBER 6, 2022
8. TRAFFIC SAFETY ANALYSIS – REQUEST TO ADDRESS PEDESTRIAN SAFETY CONCERNS AT FLORENCE PLACE AND PERRY ROAD
9. TRAFFIC SAFETY ANALYSIS – REQUEST FOR INSTALLATION OF BLUE CURB AT 6113 ½ GALLANT STREET
10. TRAFFIC SAFETY ANALYSIS – EVALUATION OF INTERSECTION FOR A TRAFFIC SIGNAL GARFIELD AVENUE AND QUINN STREET
11. TRAFFIC SAFETY ANALYSIS – EVALUATION OF INTERSECTION DUE TO EXISTING ROADWAY ALIGNMENT GARFIELD AVENUE AND SHULL STREET
12. TRAFFIC SAFETY ANALYSIS – REQUEST FOR INSTALLATION OF SPEED HUMPS ON QUINN STREET FROM GARFIELD AVENUE TO GEPHART AVENUE
13. COMMENTS FROM STAFF
14. COMMENTS FROM COMMISSIONERS
15. ADJOURNMENT TO NEXT SCHEDULED MEETING, TUESDAY, NOVEMBER 1, 2022

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

September 6, 2022

CALL TO ORDER: Chairperson Heredia called the Traffic & Safety Commission Meeting to order at 5:33 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: Vice-Chair Velasco made the motion and Commissioner Gavilanes second the motion. Secretary Sanchez took roll call vote. AYES: Heredia, Velasco, Barrera, Gavilanes and Sanchez.

TRAFFIC SAFETY ANALYSIS-REQUEST FOR AN ADDED PROTECTED LEFT TURN LANE SIGNALS TO THE EXISTING TRAFFIC SIGNAL AT GARFIELD AVE AT CLARA STREET: Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request for protective left turn signals for all directions at Garfield Avenue at Clara Street signalized intersection. In fiscal year 2018-2019, the City budgeted funds for the design of the left turn movements at the intersection. However, one of the major concerns was the lack of turning movement from westbound Clara Street traffic making a right turn to northbound Garfield Avenue, due to the acute angle and the need for right-of-way acquisition.

The increased costs because of this led to staff exploring other funding options. Staff applied for the Gateway City Council of Government I-710 TAC Early Action Funding which addresses traffic issues and impacts from work on the I-710 Freeway. The City was successful receiving funding for Garfield Avenue and Eastern Avenue and subsequently proposed the improvements along the Clara Street corridor from Eastern Avenue to Florence Avenue, a \$3.7 million project. Staff presented to the TAC in November 2021, the TAC approved the project and recommended Metro Board for funding. Currently the City is waiting for the funding agreement. Staff will incorporate the request for the dedicated left turn signals into the I-710 Early Action funded project, which is anticipated to be completed by winter 2024. Therefore, staff's recommendation is to receive and file.

Vice-Chair Velasco asked what are the exact goals of the project? Mr. Benash confirmed traffic efficiency, designated signalized left turns and through lanes. Clara being the only street that crosses the river parallel to Florence Avenue.

Ms. Chavez also deferred to page 17 of the presentation that shows the proposed layout with arrows.

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

**TRAFFIC SAFETY ANALYSIS-
REQUEST FOR DIRECTIONAL
AIDES EASTBOUND TRAFFIC
5800 BLOCK CLARA STREET:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request to provide directional aids at the 5800 block of Clara Street, east of Eastern, to help alert drivers that the red curb ends and cars begin to park. A site investigation was completed confirming the existing roadway and sight distance conditions. The portion of Clara Street was widened in conjunction with the Terra Bella, Senior Housing Development, to add a left turn/painted median for access into the housing development. Right after the housing development Clara returns 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. Additional striping can be installed to improve safety. An additional channelization line to direct vehicles accordingly to the original Clara

configuration would also mitigate impact to parked cars to the east end. Based on the review it is recommended that the Commission approve the painting of 6-inch wide channelization line from the fire hydrant, 24 inches from the curb face, east of the development easterly driveway to westerly edge, 8 feet off the curb face, of the driveway from 5808 Clara.

Chairperson Heredia can see that it clearly narrows.

Commissioner Gavilanes added that it's a good idea. He knows the concerns after living in the area for 22 years.

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

**TRAFFIC SAFETY ANALYSIS-
REQUEST FOR RED CURB
8007 GARFIELD AVENUE:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request for the installation of red curb to both sides of the driveway at 8007 Garfield Avenue. A site investigation was completed to confirm existing conditions and site distance conditions. The portion of Garfield Avenue is a mix of commercial and residential properties. Parking is a premium throughout the City. The resident indicated that vehicles park and block the driveway. It is possible that do to the proximity to the adjacent restaurant that these vehicles may belong to the patrons of the business. Adding the red curb to both sides of the driveway will help mitigate vehicles from parking and blocking the driveway. Therefore it is recommended that the Commission approve the installation of red curb or red tips at both sides of the driveway.

Commissioner Sanchez asked what the red curbs would measure.

Mr. Benash explained that it should be 3-5 feet depending on the driveway and curb face.

Vice-Chair Velasco asked if PD would be responsible to enforce.

Ms. Chavez added that blocking a driveway is illegal and can be cited, without the red tips. Staff only considers adding the red tips in cases such as this one because it is adjacent to a business. But it is not a practice to install the red tips at every signal residential driveway.

Vice-Chair Velasco added that he could also see this as a safety concern.

Vice-Chair Velasco 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 ENHANCING OF
EXISTING CROSSWALKS WITH
ARTWORK:**

Ms. Chavez gave the report. The Public Works Department received a request to add decorative artwork to the City's existing crosswalks. In order to proceed with this a policy will need to be developed prior to implementation. This policy can be presented to the Commission and subsequently to City Council for approval. There are current guidelines in the MUTCD. Cities have implemented this, like Long Beach. Staff would present a draft to the Commission first. Ms. Chavez deferred to Mr. Benash, City Engineer to provide additional input.

Mr. Benash added that the Engineering team would work on developing the policy. It can vary from colored concrete and different artwork that would be blessed by the Commission and Council.

Vice-Chair Velasco commented that he likes the idea of beautification and would like to limit the artwork to local artists.

Commissioner Gavilanes added that he supports the idea and it would be wonderful to see.

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

COMMENTS FROM STAFF:

Ms. Chavez gave a few updates. Speaking of artwork, the first traffic signal cabinet with local artist artwork is located at Florence Avenue and El Selinda. The Recreation Department worked with a local artist and had it installed. The red curb approved at Charner and Emil was installed last week. The stop signs at Jaboneria and Cecilia that was approved was installed and that intersection is now an all-way-stop. Lastly, staff is working on installing the speed humps that were approved on Ira Avenue (between Lubec and Loveland). The first one was installed and the other two are on schedule.

COMMISSIONERS:

Commissioner Gavilanes commented it was nice to see everyone, hopes everyone is staying indoors with this weather and it is wonderful to see changes in the City. Chairperson Heredia agreed with Commissioner Gavilanes.

ADJOURNMENT:

Chairperson Heredia adjourned the meeting at 6:04 p.m. to the next scheduled meeting of October 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
Douglas Benash, City Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS – Request to Address Pedestrian Safety
Concerns at Florence Place and Perry Avenue
DATE: October 4, 2022

BACKGROUND

The Department of Public Works received a request to address pedestrian safety concerns at the intersection of Florence Place and Perry Avenue.

The City Engineer completed a site investigation of the location to confirm existing conditions and any other constraints to address pedestrian safety concerns. An aerial view of the project site is shown in Attachment No 1.

ANALYSIS OF REQUEST

Florence Place is a four lane minor arterial with parking on both sides of the street. Perry Avenue is a local residential street with two lanes of traffic and parking on both sides. The intersection is stop controlled in all directions with street lights at each corner. A review of the accident history shows four accidents; two of which hit parked cars (one was a broadside in the intersection and one hit a fixed object). None of the accidents warrant any additional safety measures for the intersection.

Regarding pedestrian safety, the intersection is stop controlled with painted crosswalks. There are no other features approaching the intersection that would create line of sight issues. The street lights provide sufficient night visibility. There are no other safety items that could be added at this time.

Staff recommends to revisit the intersection in the future if conditions change. Additionally, the Police Department will be requested to monitor and provide necessary enforcement for any observed traffic safety violations.

RECOMMENDATIONS

It is the City Engineer’s recommendation that the Traffic and Safety Commission, by motion: Receive and file the report and revisit the intersection in the future if conditions change.

FISCAL IMPACT

None.

ATTACHMENTS - Attachment No. 1 – Aerial and Street View of Subject Property



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CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Traffic and Safety Commission
FROM: Grissel Chavez, Director of Public Works
Douglas Benash, City Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS – Request for Installation of Blue Curb at
6113 ½ Gallant Street
DATE: October 4, 2022

BACKGROUND

The Department of Public Works received a request for the installation of a blue curb at the property of 6113 ½ Gallant Street; specifically to help with the resident's (disabled person) access to the home.

The City Engineer completed a site investigation of the location to confirm existing conditions and any other constraints for the installation of blue curb. An aerial view of the project site is shown in Attachment No 1.

ANALYSIS OF REQUEST

6113 ½ Gallant Street is a local residential street with prima facia speed limit of 25 miles per hour (MPH). The street has multi-family dwelling units on both sides of the street. The resident is requesting on-street painted blue curb for disabled person access. As required by the City's policy, the vehicle in question utilizing a handicap placard issued by the State of California is to be registered to the resident along with vehicle to the address of the property.

The resident indicated there is assigned parking on site, but the vehicle they use for disabled person access is too large to fit down the narrow property driveway.

Staff recommends installing the blue curb at the property, and informing the resident however, that the blue curb allows anyone having a valid handicap placard issued by the State to park in that space

RECOMMENDATIONS

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 action:

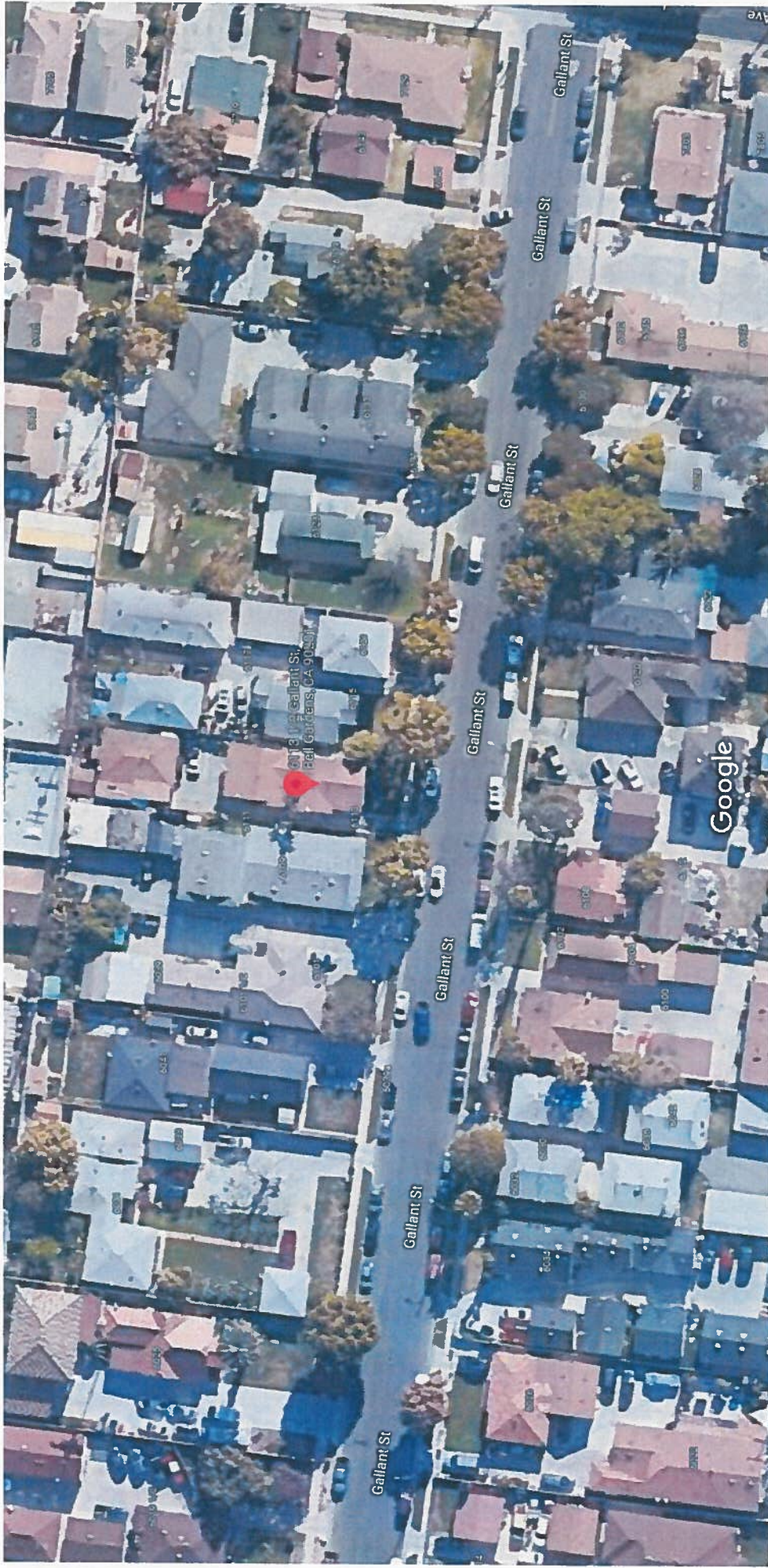
Installation of new blue curb and sign at 6113 ½ Gallant Street, measuring approximately 16 feet in length, beginning at the top of curb going easterly from the driveway.

FISCAL IMPACT

The estimated cost for installing the new blue curb and sign is approximately \$400 and is available in the current Street Maintenance Budget.

ATTACHMENTS - Attachment No. 1 – Aerial and Street View of Subject Property

Google Maps 6113 1/2 Gallant St



Imagery ©2022 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2022 50 ft



CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Traffic and Safety Commission
FROM: Grissel Chavez, Director of Public Works
Douglas Benash, City Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS – Evaluation of Intersection for a Traffic Signal – Garfield Avenue and Quinn Street
DATE: October 4, 2022

BACKGROUND

The Department of Public Works received a request for the evaluation of the intersection of Garfield Avenue and Quinn Street for the installation of a traffic signal.

The City Engineer completed a site investigation of the location to confirm existing conditions and any other constraints for the intersection evaluation. An aerial view of the project site is shown in Attachment No 1.

ANALYSIS OF REQUEST

Garfield Avenue, at Quinn Street, is a four lane arterial with raised median islands and on-street parking. Quinn Street/Felix Avenue are the minor streets. The east leg of the intersection is Felix Avenue and aligns with the west leg of the intersection, Quinn Street.

Felix Avenue east of Garfield is a local street with single family and multi-family homes on both sides. Quinn Street west of Garfield Avenue is a mixture of single family and multi-family residential properties on both sides of the street. On street parking is allowed on both sides of each street.

Due to the fact that Garfield Avenue is the arterial, staff reviewed the signal warrants to address safety concerns. Stop signs are not considered appropriate for arterial and minor street intersections.

Traffic counts were obtained and the average daily traffic on Garfield is 11,500 vehicles per day. There were 425 vehicles per day on Felix Avenue east of Garfield Avenue and 425 vehicles per day on Quinn Street west of Garfield Avenue. An analysis of the volume warrants indicate the traffic volume warrant is not met. Upon review of the three year traffic accident

history, the data shows no accidents that are right-of-way issues that could be solved by signal control. Additionally, the number of accidents does not meet the warrant threshold.

In review of the data, the volume and accident warrants are not met at this time to warrant the installation of a traffic signal. This intersection can be reviewed again in a year if conditions have changed.

Staff recommends revisiting the intersection in the future if conditions change.

RECOMMENDATIONS

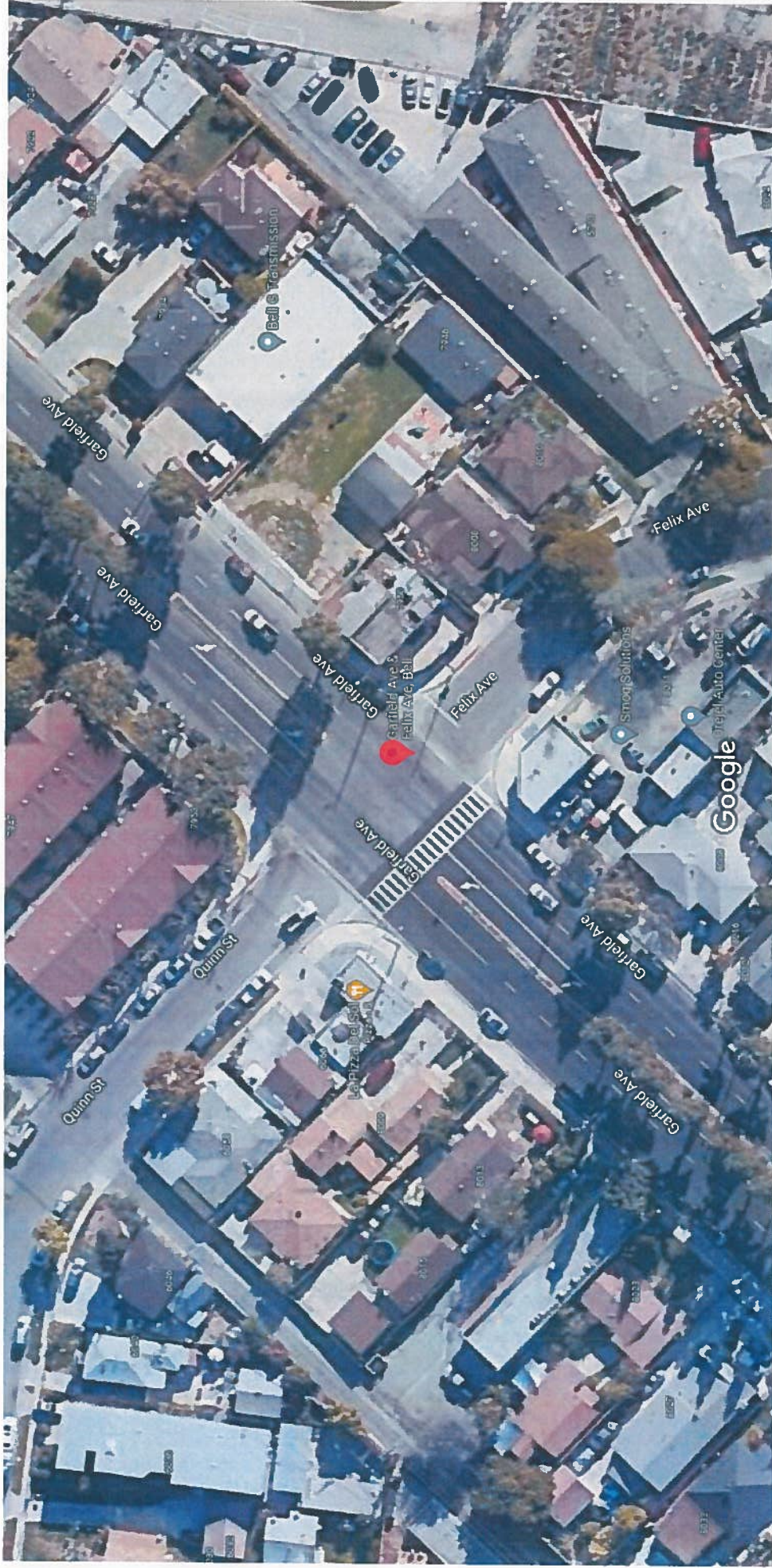
It is the City Engineer's recommendation that the Traffic and Safety Commission, by motion:

Receive and file the report and revisit the intersection in the future if conditions change.

FISCAL IMPACT

There is no fiscal impact.

ATTACHMENTS - Attachment No. 1 – Aerial and Street View of Subject Property



Map data ©2022, Map data ©2022 50 ft



CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Traffic and Safety Commission
FROM: Grissel Chavez, Director of Public Works
Douglas Benash, City Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS – Evaluation of Intersection due to Existing
Roadway Alignment – Garfield Avenue and Shull Street
DATE: October 4, 2022

BACKGROUND

The Department of Public Works received a request for the evaluation of the off-set intersection of Garfield Avenue and Shull Street.

The City’s Engineer completed a site investigation of the location to confirm existing conditions and any other constraints for the intersection evaluation. An aerial view of the project site is shown in Attachment No 1.

ANALYSIS OF REQUEST

Garfield Avenue, at the intersection of Shull Street, is a four-lane arterial with raised median islands and on-street parking. Shull Street is the minor street. The east leg of Shull Street does not align with the west leg of Shull Street due to; the existing offset of approximately sixty feet. The basis for the offset is from the historical development of the area in the 1950’s-1960’s as one side of Garfield Avenue was developed first, prior to the other side.

Shull Street, east of Garfield Avenue, is a local street with single family and multi-family homes on the northside with commercial development on the south side. Shull Street west of Garfield Avenue is a mixture of multi-family residential with commercial developments on both sides of the street. On street parking is allowed on both sides of Shull Street.

Offset intersections pose operational complexities and potential safety issues. In order to address the safety issues, traffic and accident counts were obtained and reviewed. Due to the fact that Garfield Avenue is the arterial, staff reviewed the signal warrants to address safety concerns. Stop signs are not considered appropriate for arterial and minor street intersections.

Review of the traffic counts showed the average daily traffic on Garfield is 11,500 vehicles per day. There were 1,100 vehicles per day on Shull Street east of Garfield Avenue and 350 vehicles per day on Shull Street west of Garfield Avenue. An analysis of the volume warrants indicates the traffic volume warrant is not met. Upon review of the three-year traffic accident history, the data shows three accidents that are right-of-way issues that could be solved by signal control; however, the number of accidents does not meet the warrant threshold.

In review of the data, the volume and accident warrants are not met at this time to warrant the installation of a traffic signal. This intersection can be reviewed again to see if conditions have changed.

Another option is to re-align the intersection which is only feasible through the acquisition of the properties at the southwest corner of the west leg of Shull Street and the northeast corner property at the east leg of Shull Street. Due to the high cost of acquiring properties, the cost benefit analysis at this time does not recommend this option.

Staff recommends re-evaluating the intersection in the future if conditions change.

RECOMMENDATIONS

It is the City Engineer's recommendation that the Traffic and Safety Commission, by motion:

1Receive and file the report and revisit the intersection in the future if conditions change.

FISCAL IMPACT

None.

ATTACHMENTS - Attachment No. 1 – Aerial and Street View of Subject Property

Google Maps Shull St & Garfield Ave



Imagery ©2022 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2022 50 ft



CITY OF BELL GARDENS
Public Works Department
MEMORANDUM

TO: Traffic and Safety Commission
FROM: Grissel Chavez, Director of Public Works
Douglas Benash, City Engineer
SUBJECT: TRAFFIC SAFETY ANALYSIS – Request for Installation of Speed Humps
on Quinn Street from Garfield Avenue to Gephart Avenue
DATE: October 4, 2022

BACKGROUND

The Department of Public Works received a request for the installation of speed humps on Quinn Street from Garfield Avenue to Gephart Avenue. The residents expressed concerns regarding speeding activity. Attachment No. 1 shows an aerial view of the Quinn Street study area from Garfield Avenue to Gephart Avenue.

ANALYSIS OF REQUEST

In accordance with City policy, each speed hump application is reviewed on a case by case basis and submitted to the Traffic and Safety Commission for review and consideration.

The following information summarizes some of the key points reviewed during the evaluation process by the City Engineer and/or City Traffic Engineer.

- Local, residential street with one lane of travel in each direction.
- Roadway width in not more than 40 feet.
- There are no curves that would make it difficult for drivers to see the speed humps
- Traffic volumes between 500 and 3,500 vehicles per day.
- Posted speed limit/Prima facia speed limit of 25 miles per hour (MPH).
- Actual measured 85th percentile speeds greater than 25 MPH by 8 MPH or more.
- Speed humps shall not be installed on roadways with grades over six percent.
- Street is not a transit route or primary emergency response route.
- Citizen Support: Prior to the installation of speed, at least fifty-one (51%) percent of residents residing along the affected street should support the request (one vote per each legal address).

In response to the request, the City Engineer ordered traffic volume counts and a speed profile for Quinn Street from Garfield Avenue to Gephart Avenue. The purpose was to confirm the extent of reported speeding activity on Quinn Street and review the traffic volume data that is

needed to determine if the local street meets the City's speed hump policy. The collected traffic volume data and speed profile sheet are attached to this report.

Quinn Street is a local east-west residential street providing one lane of travel in each direction with a prima facie speed limit of 25 miles per hour. This block has single family and multi-family homes on both sides of Quinn Street. The roadway width is 40 feet wide from curb to curb. Parking is allowed on both sides of the street. The approximate length of Quinn Street from Garfield Avenue to Gephart Avenue is 685 feet. There is a 45-degree curve approximately 200 feet west of Garfield Avenue on Quinn Street which poses safety concerns due to lack of visibility of speed humps if they were to be installed. The policy states that the street should not have any curves that would make it difficult for drivers to see installed humps; therefore, this policy criteria would not be met due to this existing roadway shape/design.

The intersection of Quinn Street at Garfield Avenue is a signalized intersection for all traffic directions. The intersection of Quinn Street and Gephart Avenue is controlled by stop signs in all directions.

The results of the average daily traffic (ADT) volume count over a four-day period show that Quinn Street carries an average of 1,000 vehicles per day (VPD). The traffic volumes were recorded starting on September 22, 2022 through September 25, 2022. The recorded speed profile measurements for the combined directions of eastbound and westbound Quinn Street indicate the 85th percentile speed is 26 MPH. If the 85th percentile exceeded the 8 MPH above the prima facie speed limit, this would indicate speeding activity and would meet the City's speed hump policy criteria. However, in this case, the 85th percentile was only exceeded by 1 MPH above the prima facie speed limit and the criteria is not met.

Based on review of available information, traffic volume and speed data, the request for speed humps is not recommended for installation on Quinn Street from Garfield Avenue to Gephart Avenue.

RECOMMENDATIONS

It is the City Engineer's recommendation that the Traffic and Safety Commission, by motion:

Deny the request for speed humps, based on the reported findings that the roadway has a significant curve that would block the view of speed humps; and the 85th percentile criteria was not met.

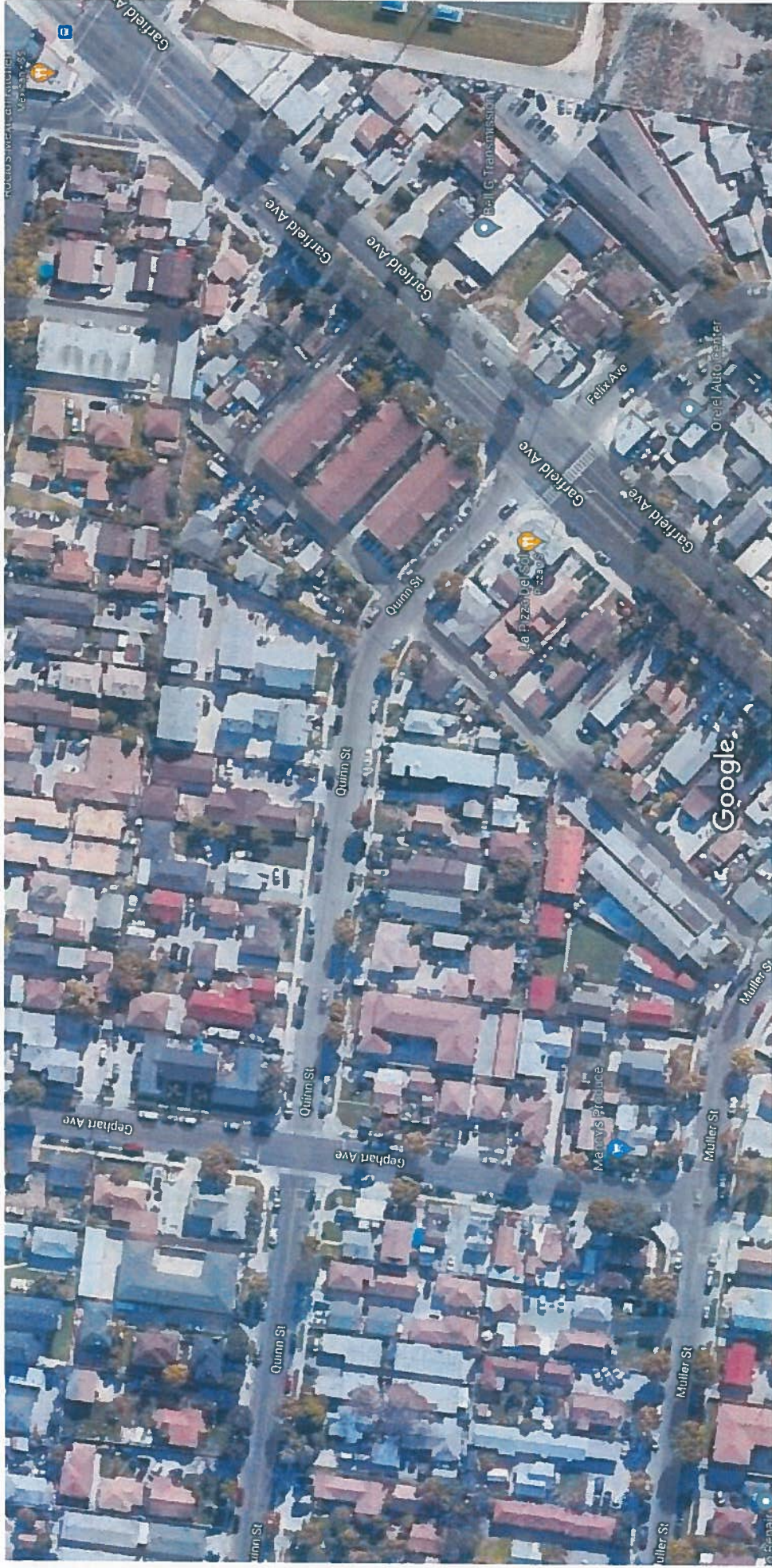
FISCAL IMPACT

None.

ATTACHMENTS - Attachment No. 1 – Aerial and Street View of Subject Property



Quinn Speed Humps, Bell Gardens, CA1



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