



**CITY OF BELL GARDENS
TRAFFIC & SAFETY COMMISSION MEETING
REGULAR MEETING
TUESDAY, NOVEMBER 1, 2022, 5:30 p.m.
AGENDA**

LOCATION: CITY COUNCIL CHAMBERS, 7100 GARFIELD AVENUE, BELL GARDENS, CA 90201

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>. Agendas are available at <https://www.bellgardens.org/government/city-departments/city-clerk/bell-gardens-commissions/traffic-and-safety-commission>.

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 72-hours before the scheduled meeting.

PUBLIC PARTICIPATION: The members of the public may address the Commission on any item listed on the agenda or on matters which are not listed on the agenda but are within the subject matter jurisdiction of the Traffic and Safety Commission. Public comments are limited to three (3) minutes per person. Public comments for non-agenda items will be limited to a total of 30 minutes. Public comments can be made by any of the following ways:

IN-PERSON: Members of the public can provide in-person comments at the podium in the Council Chamber. The Council Chamber will have seating available for members of the public to attend the meeting in-person. For your safety, space is currently limited to 50 members of the public. Masking is required for all in attendance. Public comments are limited to three (3) minutes per speaker, unless a different time is announced by the presiding chair.

BY TELEPHONE: Phone Number: [\(669\)900-9128](tel:6699009128) Webinar ID: [818 0091 8706#](#) Passcode: [*2021#](#)
To address the Commission 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 or mailed to the Department of Public Works, 8327 Garfield Avenue, Bell Gardens, CA 90201. 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



**CITY OF BELL GARDENS
TRAFFIC & SAFETY COMMISSION MEETING
REGULAR MEETING
TUESDAY, NOVEMBER 1, 2022, 5:30 p.m.
AGENDA**

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

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

PUBLIC COMMENTS ON AGENDA AND NON-AGENDA ITEMS

During this time, members of the public may address the Commission regarding any agenda items or non-agenda items within the subject matter jurisdiction of the commission. Public comments are limited to 3 minutes per person. Public comments for non-agenda items are limited to an overall 30-minute period and will be heard after all comments for agenda items have been heard. Government Code Section 54590 prohibits the Commission from taking action or engaging in discussion on a specific item unless it appears on the agenda.

CONSENT CALENDAR (Item No. 1)

1. APPROVAL OF MINUTES OF OCTOBER 4, 2022

Brief Summary: October 4, 2022 – Traffic and Safety Commission Meeting Minutes

Recommendation: It is staff's recommendation that the Commissioners approve the attached minutes.

DISCUSSION (Item Nos. 2-4)

2. TRAFFIC SAFETY ANALYSIS – REQUEST FOR ADA PARKING SPACE AND BUS LOADING ZONE AT 8327 GARFIELD AVENUE

Brief Summary: Metro's ADA Compliance Oversight Program for Subrecipient requires the City as a Metro Subrecipient to ensure that the organization meet accessibility requirements in compliance with the Americans with Disabilities Act (ADA) of 1990, Metro identified the need for the City to install an ADA disabled person parking space at the Public Works office to facilitate patrons visiting the facility for transportation related business. Additionally, as part of the transportation operation, the City's bus operators must stop at the Public Works office at various times through the day to complete operational transactions necessitating the need for designation of a loading zone for their use.

Recommendation: It is staff's recommendation that the Commission approve for City Council

consideration the installation of disabled person parking space (blue curb) for ADA compliance and the loading zone (yellow curb) at the Public Works Yard, 8327 Garfield Avenue

3. TRAFFIC SAFETY ANALYSIS – REQUEST FOR A ROUNDABOUT INTERSECTION OF JABONERIA ROAD AND CECILIA STREET

Brief Summary: Staff has received a request for the installation of a roundabout to address the reported activities of speeding and street takeovers at the intersection of Jaboneria Road and Cecilia Street. A roundabout is a tool for use in a “Complete Streets” program. Complete Streets are streets designed and operated to enable safe use and support mobility for all users. This intersection can be placed on the list for consideration as a future Complete Streets project to be evaluated and for presentation to the Commission in the future. In reviewing the site conditions and intersection size, there is insufficient data available at this time to warrant any further action. Staff will continue to monitor the intersection activity and if conditions change in the future, the intersection can be re-evaluated.

Recommendation: Based on a review of the available information, presented facts, and review by the City Engineer, it is recommended that the Traffic and Safety Commission receive and file.

4. TRAFFIC SAFETY ANALYSIS – REQUEST FOR A 3-WAY (ALL WAY) STOP INSTALLATION INTERSECTION OF FLORENCE PLACE AND SCOUT AVENUE

Brief Summary: The Public Works Department received a request for the installation of a three-way (all way stop) at the intersection of Florence Place and Scout Avenue due to reported concerns about intersection visibility and safety. The City Engineer completed a new warrant study for stop sign installation to address the visibility and safety concerns. In light of the study results and in an effort to immediately address the reported safety concerns, staff completed the installation of the stop signs for all directions; painting of red curb for intersection visibility; refreshed all existing striping and added required signs at this intersection.

Recommendation: It is the City Engineer’s recommendation that the Traffic and Safety Commission, by motion, direct staff to request City Council consideration of the completed improvements at the intersection of Florence Place and Scout Avenue; the installation of two Stop Signs and legends on Florence Place at the southwest (SW) and northeast (NE) concerns, installation of 25 feet +/- of red curb east bound Florence Place and refresh all other intersection striping, legends and signage.

STAFF COMMENTS

COMMISSIONERS COMMENTS

ADJOURNMENT

ADJOURNMENT TO NEXT SCHEDULED MEETING OF DECEMBER 6, 2022

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

October 4, 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 SEPTEMBER 6, 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 TO ADDRESS PEDESTRIAN SAFETY CONCERNS AT FLORENCE PLACE AND PERRY ROAD:** Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request to address pedestrian safety concerns at the intersection of Florence Place and Perry Road. A site investigation was completed to confirm existing conditions. Florence Place is a four-lane minor arterial street with parking on both sides of the street. Perry Road is a local residential street with two lanes of traffic and parking on both sides. The intersection is controlled by all way stop. A review of the accident history revealed four accidents, two which included park cars, broadside and the other two were basically driver error. None of the accidents warrant

any additional safety measures. There are streetlights at every corner providing sufficient night visibility. Staff recommends revisiting the intersection in future if conditions change. Additionally, the Police Department will be requested to monitor and provide necessary enforcement for any traffic safety violations. It is recommended that the Commission receive and file this report.

Vice-Chair Velasco asked what was the exact concern by the resident?

Ms. Chavez expressed that PD could deploy their trailer and collect more information and identify further enhancements. Chairperson Heredia pointed out that it is very long crosswalk and could a flashing beacon or illuminating the crosswalk be an option here.

Ms. Chavez added that staff is working on implementing a pilot program for flags at this location and one to the north at Loveland where residents can pick up the flag waive it cross and return it to the containers at the four legs of the intersection after crossing.

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 INSTALLATION
OF BLUE CURB AT 6113 ½
GALLANT STREET:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request for the installation of blue curb at 6113 ½ Gallant Street. A site investigation was completed to confirmed existing conditions. 6113 ½ Gallant Street is a local street with 25MPH, the street has multi-family dwellings on both sides of the street. As required by City policy the requester submitted copy of handicap placard issued by the state. The resident indicated that there is assigned parking but the vehicle they use for disabled person access is too large to fit down the narrow property driveway. Staff recommended the Commission approve for Council consideration the installation of blue curb at 6113 ½ Gallant Street.

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-
EVALUATION OF INTERSECTION
FOR A TRAFFIC SIGNAL
GARFIELD AVENUE AND
QUINN STREET:**

Ms. Chavez deferred to Mr. Benash, City Engineer to give the report. The Public Works Department received a request to evaluate this intersection for the installation of a traffic signal. An investigation was completed. Garfield Avenue at Quinn Street is a four-lane arterial street with raised median island and on-street parking. The east leg of the intersection is Felix Avenue. On street parking is allowed on both Quinn Street and Felix Avenue. The MUTCD provides the criteria for installation of traffic signals. Since Garfield is an arterial street 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, the daily count on Garfield is 11,500 per day and 425 on Felix east of Garfield and 425 on Quinn west of Garfield. An analysis of volume warrants indicate that the traffic volume warrant is not met. There is also a signal 400 feet from this intersection at Muller. The data showed no accidents that are right-f-way issues, additional the number of accidents does not meet the warrant threshold. The intersection can be reviewed again if conditions change. Therefore, this report is presented as a receive and file.

Vice-Chair Velasco asked if the crosswalk is operational.

Ms. Chavez confirmed that the crosswalks are serviced by the contractor and if they are not working, they are reported. This is an older beacon and if you see any malfunction, please report it.

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.

**TRAFFIC SAFETY ANALYSIS-
EVALUATION OF INTERSECTION
DUE TO EXISTING ROADWAY
ALIGNMENT GARFIELD AVENUE
AND SHULL STEET:**

Ms. Chavez deferred to Doug Benash to give the report. The City received the request for evaluating this intersection because it is off-set. The east leg of Shull is offset by approximately 60 feet. Garfield is a four-lane arterial street, Shull is a minor street. The basis for the offset is from

historical development back in 1950s – 1960s. Staff reviewed the signal warrants to address safety concerns. The average daily vehicles on Garfield are 11,500 and 1,100 on Shull Street east of Garfield and 350 vehicles west of Garfield. Staff also reviewed the three-year traffic accident history and the data showed 3 accidents. In reviewing traffic volume and accidents, the installation of a traffic signal is not warranted. Another option is to re-align the intersection which is not feasible as it would require acquisition of the properties. Staff can re-evaluate the intersection in future if conditions change. Therefore, it is recommended that this report be received and filed. Vice-Chair Velasco asked if the report was for safety concerns by pedestrians.

Ms. Chavez confirmed that it was not pedestrians. Commissioner Barrera asked if any visibility issues have been reported.

Ms. Chavez added that just today there was a possible visibility issue that was reported, and staff will be getting clarification but it is potentially on Shull northbound at Garfield by the mobile home park and parked vehicles on Garfield.

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

**TRAFFIC SAFETY ANALYSIS-
REQUEST FOR INSTALLATION
OF SPEED HUMPS ON QUINN
STREET FROM GARFIELD
AVENUE TO GEPHART
AVENUE:**

Ms. Chavez deferred to Doug Benash to give the report. The Department received a request for the installation of speed humps on Quinn Street from Garfield to Gephart. In accordance with the City's policy, key criteria need to be met in order to be considered for installation. These are local residential street with one travel lane in each direction, no more than 40 feet in width, no curves on the road, traffic volumes between 500 and 3,000 vehicles daily, 25 MPH, 85th percentile speed greater than the posted speed, street not a transit route and resident support. In response to this request, traffic volume counts were ordered. Quinn is a local east-west residential street with one lane of travel, 25 MPH and it is combined single family and multi family homes on both sides. The width of the street is 40 feet curb to

curb, and the length of the block is 685 feet. There is a 45-degree curb approximately 200 feet west of Garfield. The intersection of Quinn and Garfield is signalized. The results of the average daily traffic volume for four-day period shows Quinn carries an average of 1,000 vehicles daily. The recorded speeding profile for each direction indicates that the 85th percentile speed was 26 MPH, indicating that the 85th percentile only exceeded the speed limit by 1 MPH. Based on the review, traffic volume, speed data and the curvature it is not recommended to install speed humps on Quinn Street.

Chair Heredia mentioned that with these requests becoming more and more frequent, does staff provide the criteria when residents request speed humps?

Ms. Chavez explained that the Policy lists the criteria, and it accompanies the application or petition form.

Vice-Chair Velasco asked if the requester is contacted.

Ms. Chavez explained that staff reaches out by phone and or letter.

COMMENTS FROM STAFF:

Ms. Chavez gave a few updates, Staff installed at the 5800 block of Clara the approved directional aid that was approved by the Commission and staff installed the red curb wings that were approved at 8007 Garfield.

COMMISSIONERS:

Commissioner Barrera mentioned elections are coming up and encourages speaking and voting.

Chairperson Heredia agreed he hopes everyone votes.

ADJOURNMENT:

Chairperson Heredia adjourned the meeting at 6:09 p.m. to the next scheduled meeting of November 1, 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 ADA Parking Space and Bus Loading Zone at 8327 Garfield Avenue

DATE: November 1, 2022

BACKGROUND/DISCUSSION:

Metro's ADA Compliance Oversight Program for Subrecipient requires the City as a Metro Subrecipient to ensure that the organization meet accessibility requirements in compliance with the Americans with Disabilities Act (ADA) of 1990, Metro identified the need to for the City to install an ADA disabled person parking space at the Public Works office to facilitate patrons visiting the facility for transportation related business. Having accessible parking is required and would allow people with disabilities to have access to the building office where in person information could be gathered.

As part of transportation operation, the City's bus operators must stop at the Public Works office at various times through the day to complete operational transactions, such as dropping off paperwork and payments collected. This necessitates the need for designation of a loading zone for their use.

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 throughout the City is a premium, including along Garfield Avenue in front of the Public Works office.

INVESTIGATION AND DISCUSSION:

In reviewing the site conditions and the Metro requirements, providing a disabled person parking space at the Public Works office provides ADA compliance for the City. Installing a yellow curb loading zone also facilitates the transportation operation need specified.

If approved, the curb painting will be incorporated into one work order. The loading zone will begin at the northerly Garfield Avenue gated drive of the Park/Facility Maintenance garage, then proceeding southerly to establish 20 feet of yellow curb for a loading zone. Following the loading zone, staff will install 20 feet of painted blue curb for ADA parking. Installation of both curb markings will include signs and posts.

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 action:

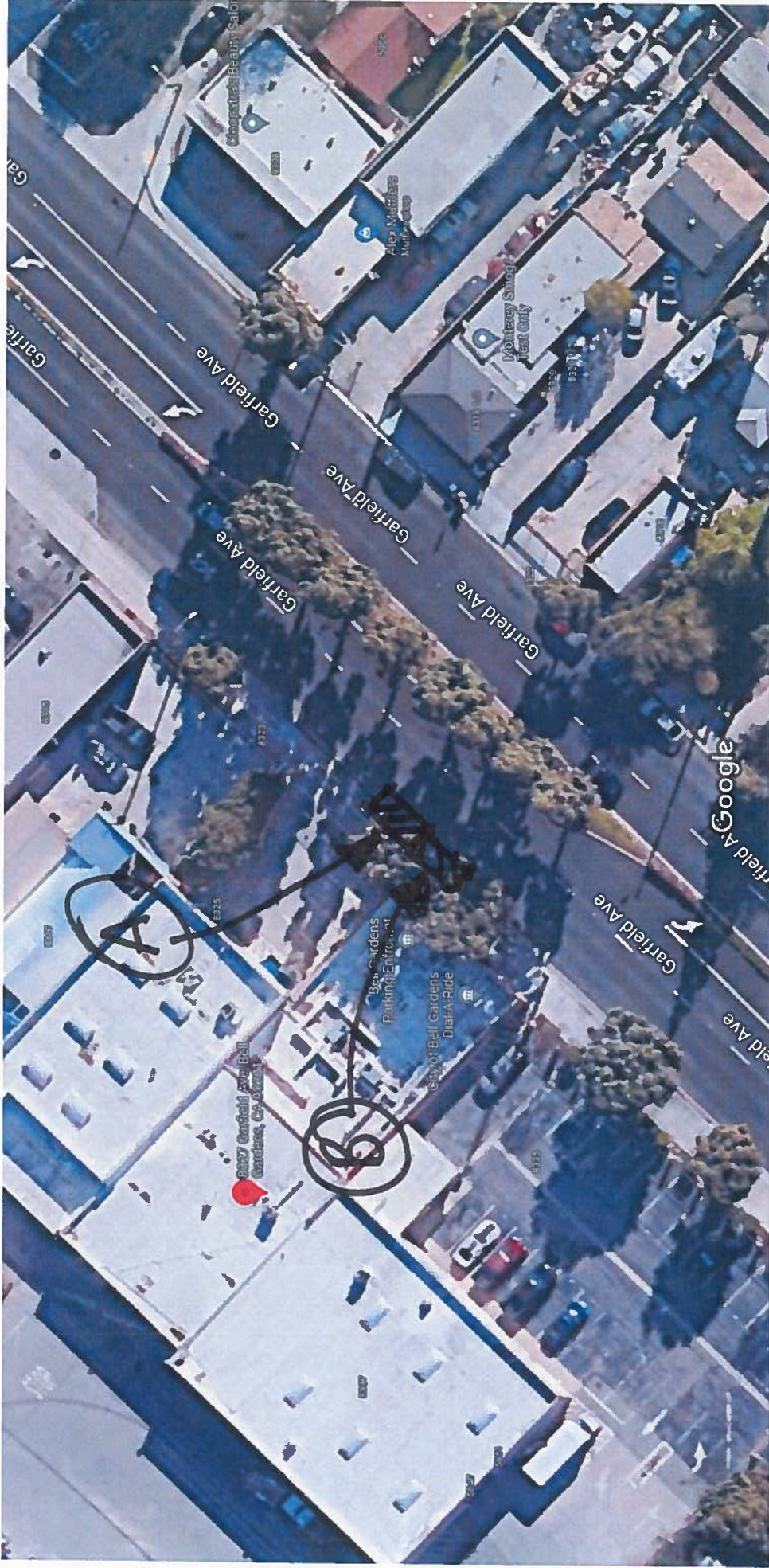
1. By motion, direct staff to request City Council consideration for the approval of the installation of disabled person parking space (blue curb) for ADA compliance and the loading zone (yellow curb) at the Public Works Yard, 8327 Garfield Avenue

FISCAL IMPACT:

The estimated cost for installing the new curb painting and signs is approximately \$550 and is available in the current Street Maintenance Budget.

ATTACHMENTS: Attachment No. 1 – Existing and Proposed Conditions

8327 Garfield Ave



Map data ©2022, Map data ©2022 20 ft

DA 10/26/22

CONSTRUCTION NOTES:

A PAINT 20' YELLOW CURB - LOADING ZONE w/ SIGNS - POSTS

B PAINT 20' BLUE CURB - ADA PARKING w/ SIGNS - POSTS 8327 GARFIELD AVE



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 Roundabout - Intersection of
Jaboneria Road and Cecilia Street**

DATE: November 1, 2022

BACKGROUND/DISCUSSION:

Staff has received a request for the installation of a roundabout to address the reported activities of speeding and street takeovers at the intersection of Jaboneria Road and Cecilia Street. Street take overs typically involve motorist with high horse power cars doing “donuts”/burn outs of tires creating noise and smoke. These events typically occur at night and at large intersections.

During the Traffic and Safety Commission meeting of August 2, 2022, the Commission approved the installation of stop signs on Jaboneria Road at Cecilia Street to create a 4-way stop intersection. A work order was issued and the stop signs have been installed. See attached staff report.

A roundabout is a tool for use in a “Complete Streets” program. Complete Streets are streets designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Complete Streets may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation.

Currently, staff is working on incorporating other “Complete Streets” improvements at other locations throughout the City using awarded grant funds. This intersection can be placed on the list for consideration as a future Complete Streets project to be evaluated and for presentation to the Commission in the future.

EXISTING CONDITIONS:

The City Engineer completed a site investigation of the location. At the time of the visual inspection of the intersection post stop sign installation, there was only one donut marking present in the intersection. The intersection itself is large enough for single car donut action but the limits do not promote multiple car donut movement.

INVESTIGATION AND DISCUSSION:

In reviewing the site conditions and intersection size, there is insufficient data available at this time to warrant any further action. Staff will continue to monitor the intersection activity and if conditions change in the future, the intersection can be re-evaluated.

Staff will also add this intersection to the list of potential “Complete Streets” projects, to be evaluated to identify other applicable improvements. Funding for those identified improvements can then be later pursued through competitive grants.

Staff will request the Police Department to monitor and provide necessary enforcement for any observed traffic safety violations and request deployment of the speed radar trailer.

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 action:

Receive and file.

FISCAL IMPACT:

None.

ATTACHMENTS:

Attachment No. 1 - Traffic and Safety Commission Agenda Report for the Stop Sign Installation



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

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 3-Way (All Way) Stop
Installation -Intersection of Florence Place and Scout Avenue**

DATE: November 1, 2022

BACKGROUND/DISCUSSION:

The Public Works Department received a request for the installation of a three-way (all way stop) at the intersection of Florence Place and Scout Avenue due to reported concerns about intersection visibility and safety.

Previous investigations at this intersection did not warrant the installation of all way stop control for the intersection. Thus, the City Engineer completed a new warrant study for stop sign installation to address the visibility and safety concerns.

INVESTIGATION AND DISCUSSION:

The City's engineering team has prepared the attached draft warrant study with supporting documentation. The findings of the draft study confirm that the all way stop sign controls are warranted to be installed for this intersection.

Upon conclusion of the study, the City Engineer relayed the findings to the Public Works Department. In light of the study results and in an effort to immediately address the reported safety concerns, staff subsequently completed the installation of the stop signs for all directions; painting of red curb for intersection visibility; refreshed all existing striping and added required signs at this intersection.

RECOMMENDATION:

After the City Engineer's review and evaluation of the draft warrant study, it is determined that an all-way stop sign intersection at Florence Place and Scout Avenue is warranted. Therefore, is the City Engineer's recommendation that the Traffic and Safety Commission, by motion, direct staff to request City Council consideration of the following completed improvements at the subject intersection as shown in the attached field sketch:

1. Install two (2) 30 inch Stop Signs on Florence Place at the southwest (SW) and northeast (NE) corners of the intersection.
2. Install limit lines and STOP legends on Florence Place approaches
3. Install STOP AHEAD legends and signs on Florence Place.
4. Install 25 feet +/- of red curb, east bound Florence Place at the intersection
5. Refresh all other intersection striping, legends and signage.

FISCAL IMPACT:

The estimated costs for the completed installation of the new stop signs, legends, and curb painting is approximately \$1,000 and is available in the current Street Maintenance Budget.

ATTACHMENTS: Attachment No. 1 – Draft Engineering Stop Sign Warrant Study for Florence Place and Scout Avenue Intersection
Attachment No. 2 – Field Sketch Striping Plan

October 26, 2022

Ms. Grissel Chavez
Director of Public Works
City of Bell Gardens
7100 Garfield Avenue
Bell Gardens, CA 90201

Subject: **Draft Stop Sign Warrants Study at Florence Place and Scout Avenue Intersection**

Dear Ms. Chavez,

Infrastructure Engineers (IE) is pleased to provide this stop sign warrants study for the intersection of Florence Place and Scout Avenue pursuant to a request from the City of Bell Gardens. This report documents the findings of our investigation as well as the conclusions and recommendations.

Should you have any questions or comments, please do not hesitate to contact me by phone at (714) 940-0100, or email at afarahani@infengr.com.

Sincerely,

Infrastructure Engineers

Amir Farahani, P.E., T.E
Principal Engineer

Attachments: Appendices A, B, C, D

STOP SIGN WARRANTS STUDY AT FLORENCE PLACE AND SCOUT AVENUE INTERSECTION

PREPARED FOR:

CITY OF BELL GARDENS



PREPARED BY:



**INFRASTRUCTURE
ENGINEERS**

3060 Saturn Street, Suite 250
Brea, California 92821
(714) 940-0100

Under the Supervision of
Amir Farahani, PE, TE
Principal Engineer

Project No. 6027.299

Date: October 26, 2022



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Certification

I, Amir Farahani, do hereby certify that this Stop Sign Warrants Study was performed under my supervision for the City of Bell Gardens and is accurate and complete. I certify that I am both experienced in performing studies of this type and duly registered in the State of California as a Professional Traffic Engineer.

Amir Farahani, P.E., T.E.
T.E. Number: TR 2363





Introduction

Infrastructure Engineers was contracted by the City of Bell Gardens to conduct this traffic safety analysis and examine the feasibility of installing all-way stop signs at the 3-way intersection of Florence Place and Scout Avenue.

The objective of this study is to evaluate the existing intersection traffic and safety conditions to determine the need and potential warrants for the installation of all-way stop signs at this intersection. To address this request, the following tasks were performed:

- A field investigation of site-specific conditions, sight distance, parking impacts, and potential physical obstructions,
- A review of traffic collision history for the past three years,
- An analysis of applicable multi-way stop sign warrants per California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Field Review

A field investigation was conducted at the intersection to document and evaluate existing roadway characteristics, lane geometrics, speed limits, signing, striping, parking spaces, and a typical driver's sight distance from each approach.

1. Florence Place and Scout Avenue Intersection

This is a 3-way intersection. Florence Place is an east-west street and changes its name to Scout Avenue east of the intersection. Therefore, the south and east legs of the intersection are Scout Avenue, and the west leg is Florence Place. There is a stop sign for the northbound approach on Scout Avenue and traffic is uncontrolled on Florence Place eastbound approach and the Scout Avenue westbound approach.

Figure 1 shows an aerial photograph of the study intersection. It shall be noted that the intersection is in the residential neighborhood on the west side of intersection and industrial neighborhood on the north and east of the intersection. A school and a baseball field are located on the west of the intersection.

A. Florence Place

Florence Place is an east-west Secondary Highway¹ street with 60 feet curb-to-curb width. Two travel lanes are provided in each direction with parking permitted along both sides of the street. Parking is prohibited during street sweeping hours. The speed limit on this street is 30 MPH. Sidewalks for pedestrian and share lanes for bicycle traffic are present on both sides of Florence Place.

B. Scout Avenue (Eastbound)

Scout Avenue east of the intersection is an east-west Collector Street¹ with 60 feet curb-to-curb width which quickly bends toward north. One travel lane is provided in each direction with parking permitted along both sides of the street. Parking is prohibited during street sweeping hours. The speed limit is 30 MPH, and a speed limit sign is posted along this segment. Sidewalks for

¹ CITY OF BELL GARDENS GENERAL PLAN CIRCULATION AND TRANSPORTATION ELEMENT UPDATE

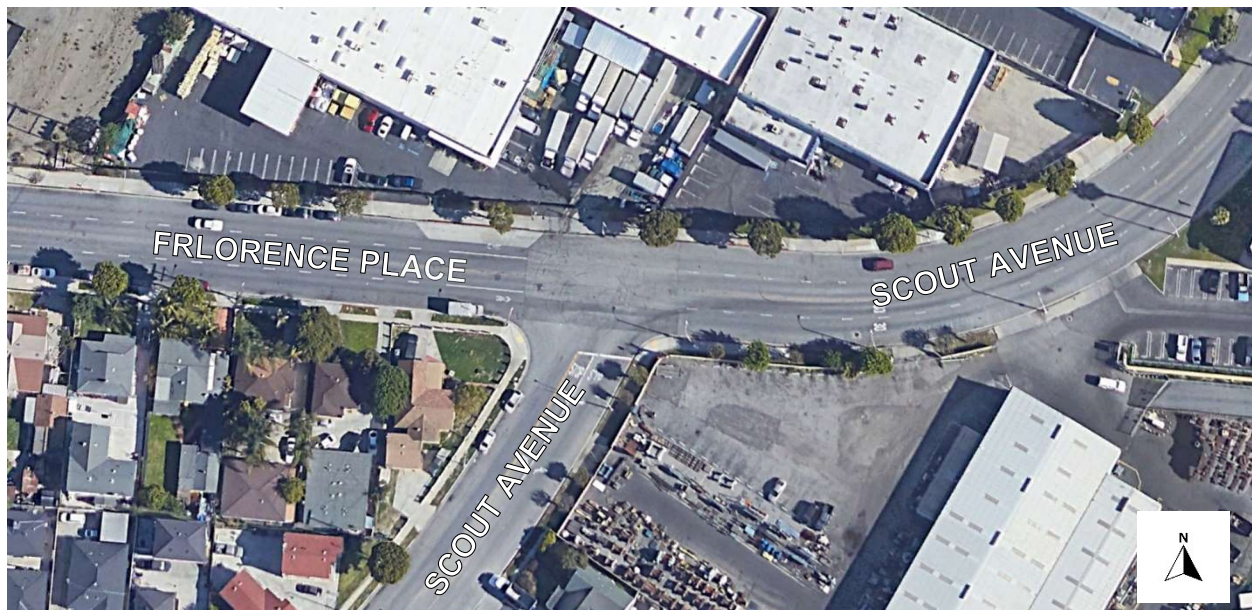


pedestrian and share lanes for bicycle traffic are present on both sides of this segment of Scout Avenue.

C. Scout Avenue (Northbound)

Scout Avenue south of the intersection is a north-south Collector Street with 60 feet curb-to-curb width. One travel lane is provided in each direction with parking permitted along both sides of the street. Parking is prohibited during street sweeping hours. A 30 MPH speed limit sign is posted along this segment and there are one left turn lane and one right turn lane before the intersection. Sidewalk is present just on the west side of Scout Ave for pedestrian traffic. At the time of this review, Scout Avenue is controlled with stop sign at this intersection.

Figure 1: Aerial Photograph – Florence Place and Scout Avenue



Collision Warrants

SWITRS (Statewide Integrated Traffic Records System) data were acquired from the CHP (California Highway Patrol) and studied to determine the frequency of traffic collisions for the subject intersection. Traffic collision records for the intersection were reviewed for the most recent three (3) year period (between 08/16/2019 and 08/16/2022). 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. Detailed SWITRS collision summaries are included in Appendix "A" at the end of this report. It is possible that other unreported collisions and perhaps near misses may have occurred; however, only reported collisions may be considered for the warrant.

Florence Place and Scout Avenue Intersection – Collision History

According to the SWITRS report, four (4) collisions occurred within the three (3) year period as follows:

- 1- Collision between a left-turn vehicle from Scout Avenue onto Florence Place with a vehicle from Florence Place proceeding east.



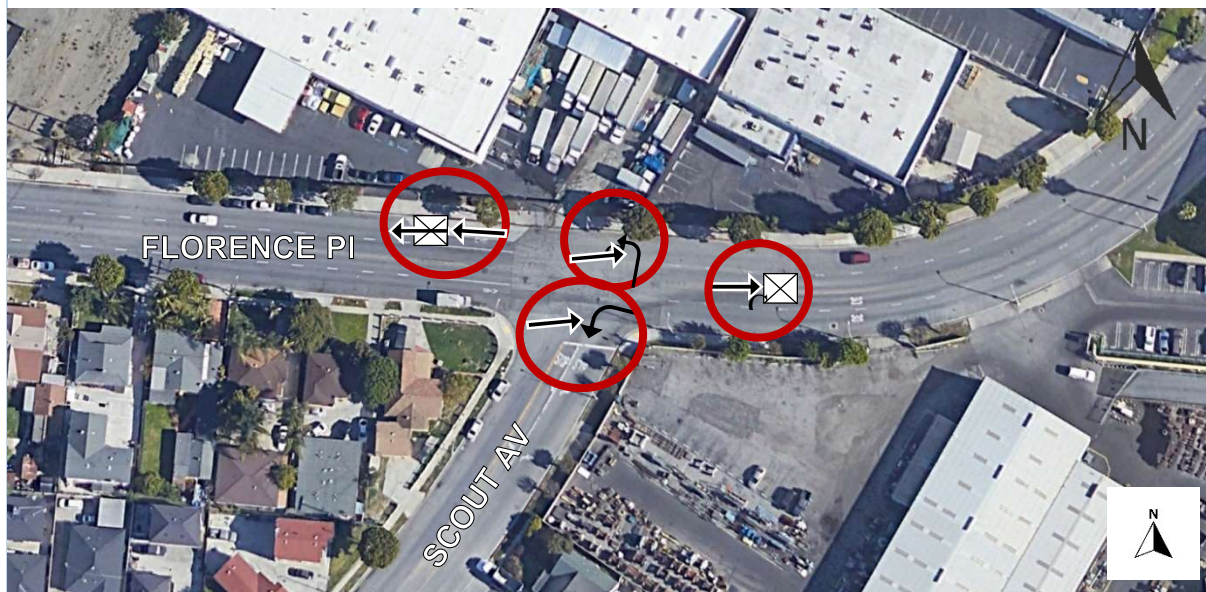
- 2- Collision between a left-turn vehicle from westbound Scout Avenue onto Scout Avenue (northbound) with a vehicle from Florence Place proceeding east.
- 3- An eastbound vehicle hit an object on Scout Avenue.
- 4- A vehicle traveling west hits 3 parked vehicles.

Figure 2 displays the collision diagram for this intersection, that figure indicates 2 of them include left-turn collisions. **Based on the number and type of collisions that occurred, the collision warrant is not satisfied.**



Figure 2: Collision Diagram – Florence PI and Scout Ave Intersection

<u>Location:</u>	<u>Number of Collisions:</u>	<u>Type of Collision:</u>
Florence PI (W-E)	1	Hit Object
Scout Ave (E-W & S-N)	1	Broadside
	1	Not Stated
	1	Rear End
	4	Total Collisions
Analysis Period:		
August 16, 2019 to August 16, 2022		



Legend:

→	Straight	↺	Overtaken	*	Other
↶	Left Turn	↷	Ran Off Road	🚲	Bicycle
↷	Right Turn	⊥→	Stopped	⊠	Object
↶↷	U-Turn	⊠↷	Parked	○	Crash



Traffic Counts

Manual peak-hour counts at the intersection of Florence PI and Scout Ave were conducted between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Wednesday, October 5, 2022, to capture vehicular volumes. Based on the manual count data, 7:30 AM to 8:30 AM and 4:00 PM to 5:00 PM were determined to be the AM and PM peak hour periods, respectively. Table 1 summarizes the peak-hour traffic counts at the intersection. Please see Appendix “D” for traffic count details.

Table 1. Peak Hour Traffic Counts - Florence PI and Scout Ave Intersection

Peak Hour (5 October 2022)	Scout Ave Westbound Approach			Scout Ave Northbound Approach			Florence PI Eastbound Approach		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Weekday (7:30-8:30 AM)	145	174	0	17	0	202	0	159	23
Weekday (4:00-5:00 PM)	143	127	0	24	0	192	0	123	27

The pedestrian and bike volumes for analyzing stop sign warrants were conducted, table 2 summarizes the peak-hour pedestrian and bike counts. please see Appendix “D” for the pedestrian and bike counts details.

Table 2. Peak Hour Pedestrian and Bike Counts - Florence PI and Scout Ave Intersection

Peak Hour (5 October 2022)	Scout Ave East leg		Scout Ave South leg		Florence PI West leg	
	PED	BIKE	PED	BIKE	PED	BIKE
Weekday (8:00-9:00 AM)	5	0	1	0	0	0
Weekday (5:00-6:00 PM)	1	0	1	1	3	3



Table 3 summarizes the 24 - hour traffic volume in this intersection.

Table 3 – Florence PI and Scout Ave Intersection - 24 - Hour Traffic Volume

Traffic volume (5 October 2022)	Scout Ave	Florence PI	Scout Ave
	Westbound Approach	Eastbound Approach	Northbound Approach
00:00-01:00	25	10	28
01:00-02:00	19	6	38
02:00-03:00	12	7	21
03:00-04:00	28	13	25
04:00-05:00	68	40	62
05:00-06:00	145	72	83
06:00-07:00	127	75	125
07:00-08:00	250	145	192
08:00-09:00	271	141	186
09:00-10:00	119	61	102
10:00-11:00	136	68	101
11:00-12:00	123	73	108
12:00-13:00	155	78	146
13:00-14:00	168	124	129
14:00-15:00	303	136	215
15:00-16:00	274	160	176
16:00-17:00	274	146	231
17:00-18:00	271	152	190
18:00-19:00	242	124	185
19:00-20:00	132	82	103
20:00-21:00	98	65	67
21:00-22:00	85	36	107
22:00-23:00	72	23	58
23:00-24:00	29	15	38
ADT	3426	1852	2716



Table 3 indicates that there are 8 hours with the vehicular volume entering the intersection from Florence Place and Westbound Scout Avenue (major street) approaches (total of both approaches) more than 300 vehicle per hour. (Note that between 13:00 and 14:00, the volume is 292 vehicle per hour, but we consider this volume 300 for safety concerns).

Traffic Volume Warrants

The traffic volume warrant requires at least 300 vehicles per hour for each of any 8 hours of an average day on major street and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours. It should be noted that 7 of the 8 hours meet the minimum required traffic volumes and only the hour between 13:00 to 14:00, has a traffic volume of 154(veh+ped+bike), but we consider this volume as 200 for safety concerns). Therefore, the intersection evaluated by this stop warrants study satisfy the traffic volume warrant.

Please see Appendix “B” for all the traffic volume warrants evaluated.

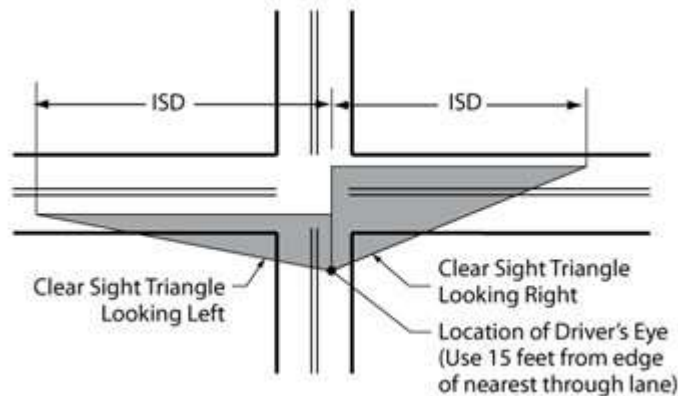
Sight Distance Warrant

Insufficient sight distance can be a contributing factor in intersection traffic crashes. Intersection sight distance is typically defined as the distance a motorist can see approaching vehicles before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. Examples of obstructions include crops, hedges, trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side street vehicles approaching the stop sign, and for minor road motorists to see approaching major road vehicles before entering the intersection. Poor sight distance can lead to rear-end crashes on the approaches and to angle crashes within the intersection because motorists may be unable to see and react to traffic control devices or approaching vehicles. The area needed for the provision of this unobstructed view is called the Clear Sight Triangle (see Figure 3).



Figure 3. Sight Distance Triangles for 4-Leg Stop-controlled Intersections



The Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle.

The California Manual on Uniform Traffic Control Devices (CA-MUTCD) recommends a minimum of 200 feet of clear sight distance (on 30 MPH streets) to provide adequate stopping distance for motorists, shown in table 4.

Table 4. Stopping Sight Distance as a Function of Speed
 (Table 6C-2 CA-MUTCD)

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

It was determined that there are sight distance constraints for motorists on Scout Avenue (Northbound) due to the presence of curb-side parking on Florence Place. See Appendix “C” for the sight distance constraints that occur on Scout Avenue (Northbound) as motorists making left turn onto Florence Place and right turn onto Scout Avenue (Eastbound). Sight distance on the west of the intersection could be increased by prohibiting curb-side parking on Florence Place.



Conclusions and Recommendations

The stop sign warrants analysis indicates that the CA-MUTCD warrant for collisions is not satisfied but traffic volume warrants are satisfied at the intersection of Florence Place and Scout Avenue and the sight distance warrants is met due to the presence of on-street parking. Furthermore, due to the high left-turn volume from the Scout Avenue (Eastbound) onto Scout Avenue (Northbound), we need to control left-turn conflicts. Therefore, the installation of an all-way stop sign is recommended.

If for any reason the all-way stop sign is not installed, we recommend increasing the red curb on Florence Avenue. However, curbside parking within residential neighborhoods is in short supply, hence prohibiting parking shall be determined by the City's Traffic Committee. Shall the Traffic Committee decide to place a red curb on Florence Place, the locations and length of the red curb needed to be as shown in Appendix "C".

The proposed red curb should be about 40 feet on the south side of Florence Place west of the intersection and the results would be a removal of 2 parking spaces to provide adequate sight distance for vehicles approaching the intersection from Scout Avenue (Northbound).



Appendix "A"

Collision Summary

City of Bell Gardens
Stop Sign Warrant Study at Florence Pl and Scout Ave Intersection

Report Printed on:
 9/23/2022



City of Bell Gardens
SWITRS Traffic Collision Summary

Accidents Reported Between 8/16/2019 and 8/16/2022

Based on information reported by the State Wide Integrated Traffic Reporting System.

Primary Street: **FLORENCE PL**

Secondary Street: **SCOUT AVE**

Date / ID	Time	Dist / Dir	Severity	Type	Primary Collision Factor	Code		
2/21/2020 9085197	2235	113 Feet East	PDO	Hit Object Fixed Object	Not Stated	23152 - A		
Party: Dir of Travel: Movement:							Killed:	Inj:
1	Not Stated	Other Unsafe Turning	Yes	Had Been Drinking, Under Influence		0	0	
10/21/2020 9178148	1851	13 Feet West	PDO	Broadside Other Motor Vehicle	Not Stated	21800 - A		
Party: Dir of Travel: Movement:							Killed:	Inj:
1	West	Making Left Turn	Yes	Had Not Been Drinking		0	0	
2	East	Proceeding Straight	No	Had Not Been Drinking		0	0	
10/24/2020 9181820	0845	47 Feet South	Injury (Complaint of Pain)	Not Stated Other Motor Vehicle	Not Stated	22107 -		
Party: Dir of Travel: Movement:							Killed:	Inj:
1	South	Making Left Turn	Yes	Had Not Been Drinking		0	0	
2	East	Proceeding Straight	No	Had Not Been Drinking		0	1	
6/17/2022 9481074	1600	2 Feet West	PDO	Rear End Parked Motor Vehicle	Not Stated	22107 -		
Party: Dir of Travel: Movement:							Killed:	Inj:
1	West	Proceeding Straight	Yes	Had Not Been Drinking		0	0	
2	West	Parked	No	Not Applicable		0	0	
3	West	Parked	No	Not Applicable		0	0	
4	West	Parked	No	Not Applicable		0	0	

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

CollisionReport Summary By Type

Direction	Total	Broadside	Sideswipe	Rear_End	Hit_Object	Veh/Ped	Head_On	Overturn	Other
South	1	0	0	0	0	0	0	0	1
West	2	1	0	1	0	0	0	0	0
Not Stated	1	0	0	0	1	0	0	0	0
Grand Total	4	1	0	1	1	0	0	0	1





Appendix "B"
All-Way Stop Sign Warrants Analysis



Stop Sign Warrants Analysis - Florence Place & Scout Avenue Intersection

City of Bell Gardens	Los Angeles	Calc H.HABIBI	Date: 10/13/22
Agency	County	Check A.FARAHANI	Date: 10/17/22
Major St:	Florence Pl & Scout Ave (Westbound)	Critical Approach Speed	30 mph
Minor St:	Scout Ave (Northbound)	Critical Approach Speed	30 mph

Section A - Critical speed of major street traffic > 40 mph YES NO
 Is a Stop Sign being used temporarily for a justified Traffic Signal? YES NO

Section B - Accident Experience (per 12-month period)

ACCIDENT HISTORY			
Minimum Requirement	2019	2020	2021
100% - 5 or More	0	2	0
80% - 4			

100% SATISFIED YES NO
 80% SATISFIED YES NO

Section C1 - Minimum Vehicular Volume (8 hrs of both Major App)

APPROACH LANES	MINIMUM REQUIREMENT		(C1 AND C2 MUST SATISFY TOGETHER)								Hour
	100%	80%	7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	
Both Apprchs. Major St. (Veh)	300	240	395	412	292	439	434	420	423	366	
Both Apprch. Minor St. (V+P+B)	200	160	207	201	154	230	191	246	205	200	
Delay to Minor St. Veh (highest hr)?	30	24									(Due to high Major St Volume)

100% SATISFIED YES NO
 80% SATISFIED YES NO

Section C2 - Minimum Vehicular Volume (8 hrs of both Minor App) 100% SATISFIED YES NO
 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour 80% SATISFIED YES NO

Section C3 - Minimum Vehicular Volume 100% SATISFIED YES NO
 If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values. 80% SATISFIED YES NO
 C3 APPLICABLE? YES NO

Section D - Combination of Warrants SATISFIED YES NO
 Section B satisfied at 80% 80% SATISFIED YES NO
 Section C1 satisfied at 80% 80% SATISFIED YES NO
 Section C2 satisfied at 80% 80% SATISFIED YES NO

- Options:
- A. The need to control left-turn conflicts; YES NO
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; YES NO
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and YES NO
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. YES NO

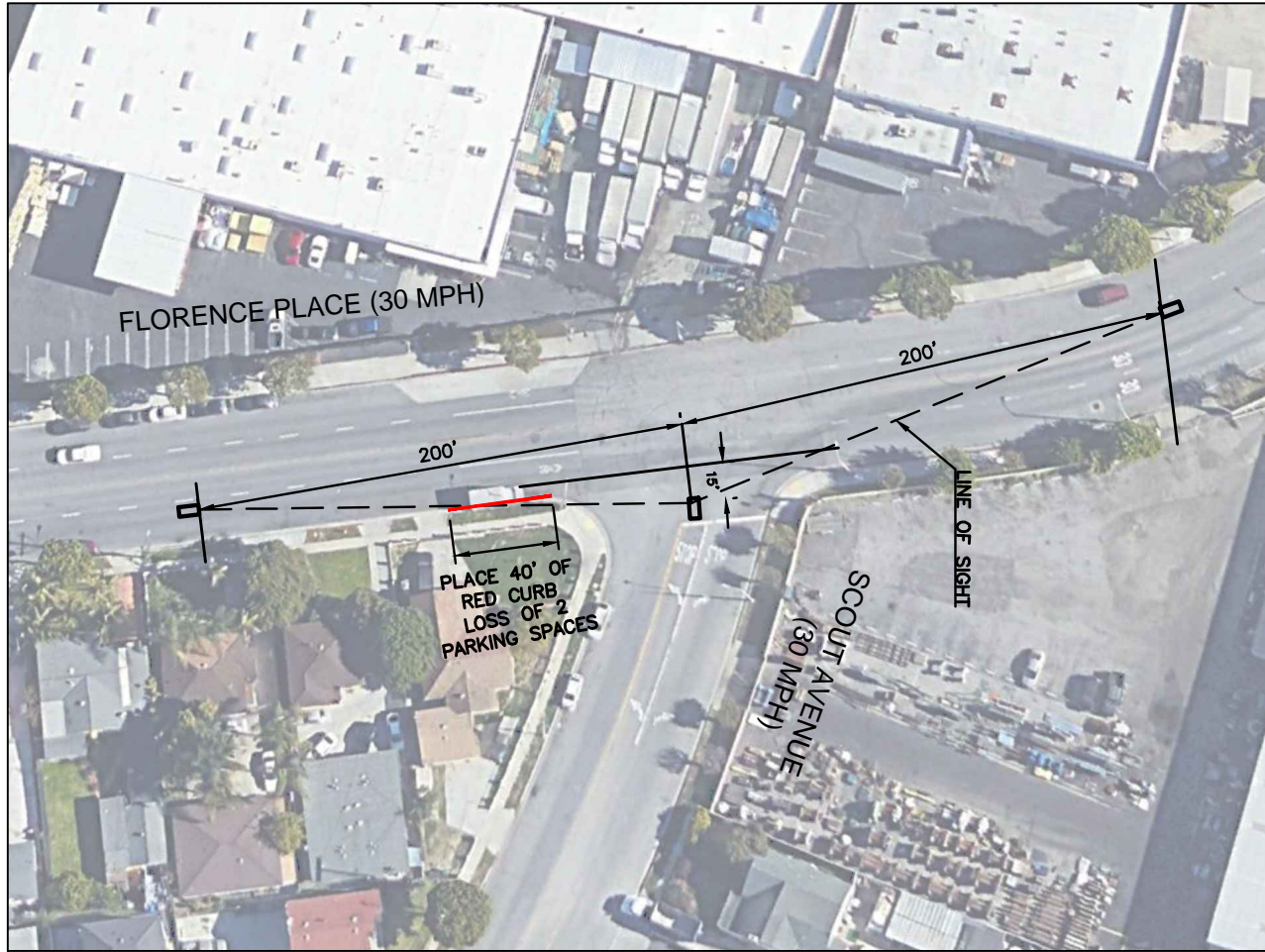
ARE MULTI-WAY STOP SIGNS RECOMMENDED AT THIS INTERSECTION? YES NO





Appendix "C"

Sight Distance Evaluation

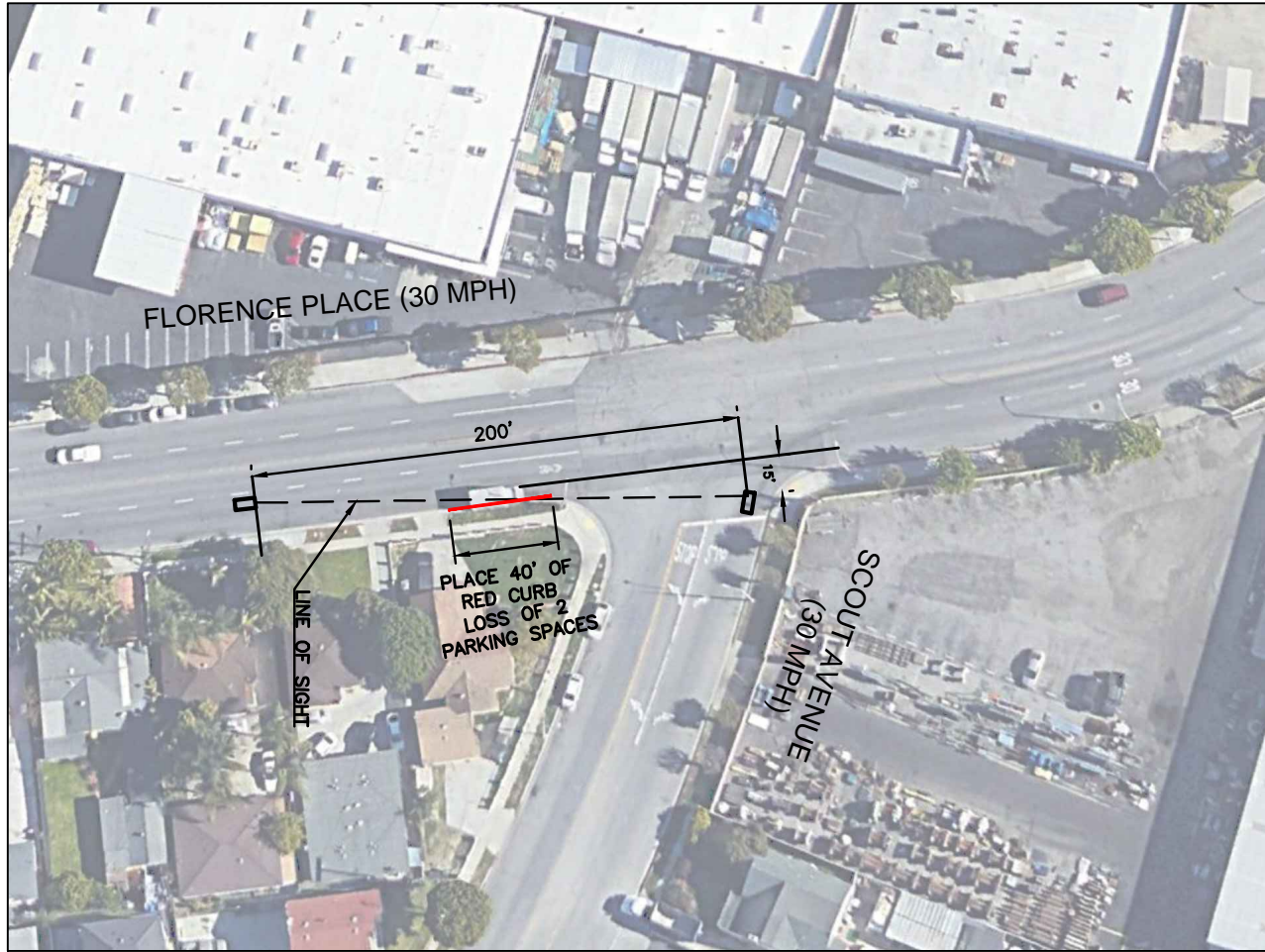


Speed* (mph)	Distance (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

CA MUTCD TABLE 6C-2

FLORENCE PLACE AND SCOUT AVENUE INTERSECTION





Speed* (mph)	Distance (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

CA MUTCD TABLE 6C-2

FLORENCE PLACE AND SCOUT AVENUE INTERSECTION





Appendix "D"

Traffic Counts

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve
 Site Code : 00000000
 Start Date : 10/5/2022
 Page No : 1

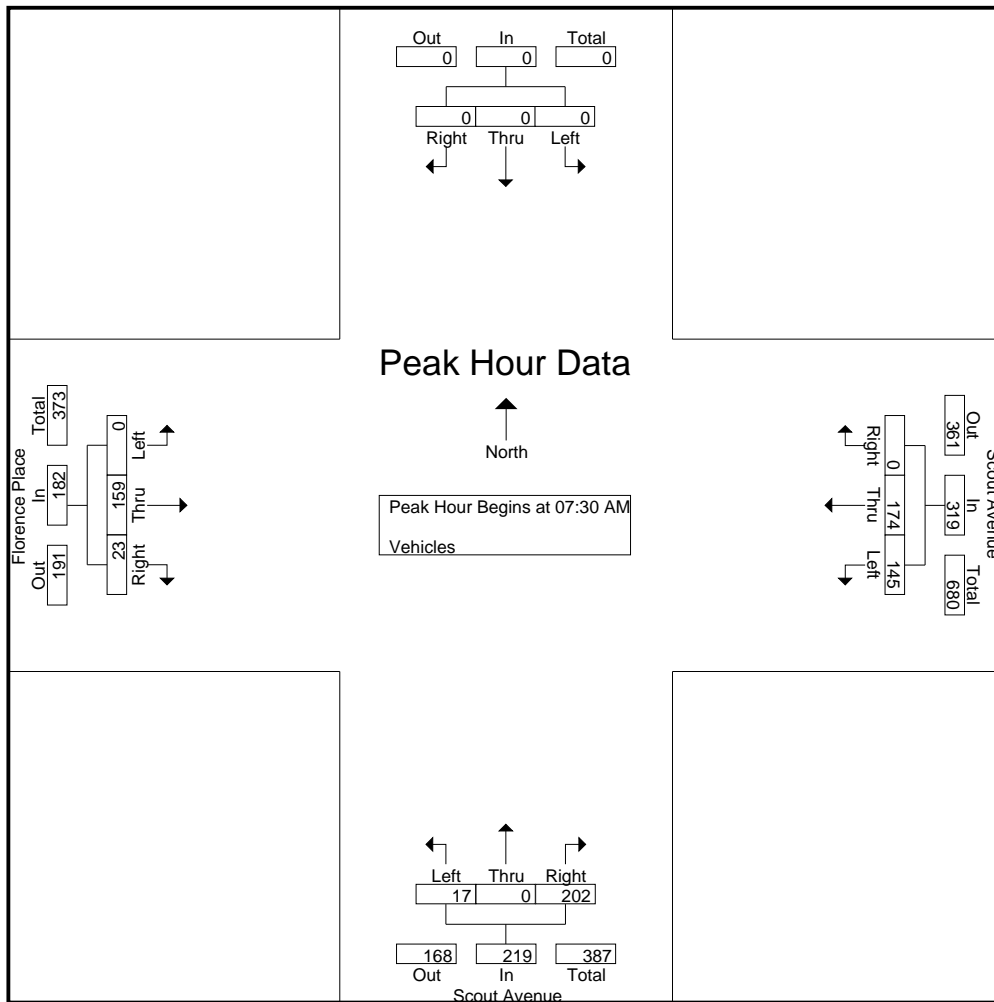
Groups Printed- Vehicles

Start Time	Southbound			Scout Avenue Westbound			Scout Avenue Northbound			Florence Place Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	27	15	0	4	0	26	0	13	1	86
07:15 AM	0	0	0	20	10	0	3	0	28	0	15	7	83
07:30 AM	0	0	0	31	34	0	7	0	54	0	42	4	172
07:45 AM	0	0	0	37	54	0	4	0	66	0	52	5	218
Total	0	0	0	115	113	0	18	0	174	0	122	17	559
08:00 AM	0	0	0	44	57	0	4	0	42	0	39	10	196
08:15 AM	0	0	0	33	29	0	2	0	40	0	26	4	134
08:30 AM	0	0	0	21	27	0	5	0	39	0	28	5	125
08:45 AM	0	0	0	31	24	0	2	0	16	0	21	6	100
Total	0	0	0	129	137	0	13	0	137	0	114	25	555
04:00 PM	0	0	0	45	24	0	8	0	57	0	27	7	168
04:15 PM	0	0	0	31	36	0	2	0	38	0	33	5	145
04:30 PM	0	0	0	29	30	0	6	0	49	0	33	3	150
04:45 PM	0	0	0	38	37	0	8	0	48	0	30	12	173
Total	0	0	0	143	127	0	24	0	192	0	123	27	636
05:00 PM	0	0	0	39	22	0	5	0	36	0	26	7	135
05:15 PM	0	0	0	42	17	0	11	0	41	0	28	9	148
05:30 PM	0	0	0	35	28	0	6	0	43	0	30	6	148
05:45 PM	0	0	0	45	45	0	4	0	34	0	40	5	173
Total	0	0	0	161	112	0	26	0	154	0	124	27	604
Grand Total	0	0	0	548	489	0	81	0	657	0	483	96	2354
Apprch %	0	0	0	52.8	47.2	0	11	0	89	0	83.4	16.6	
Total %	0	0	0	23.3	20.8	0	3.4	0	27.9	0	20.5	4.1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve
 Site Code : 00000000
 Start Date : 10/5/2022
 Page No : 2

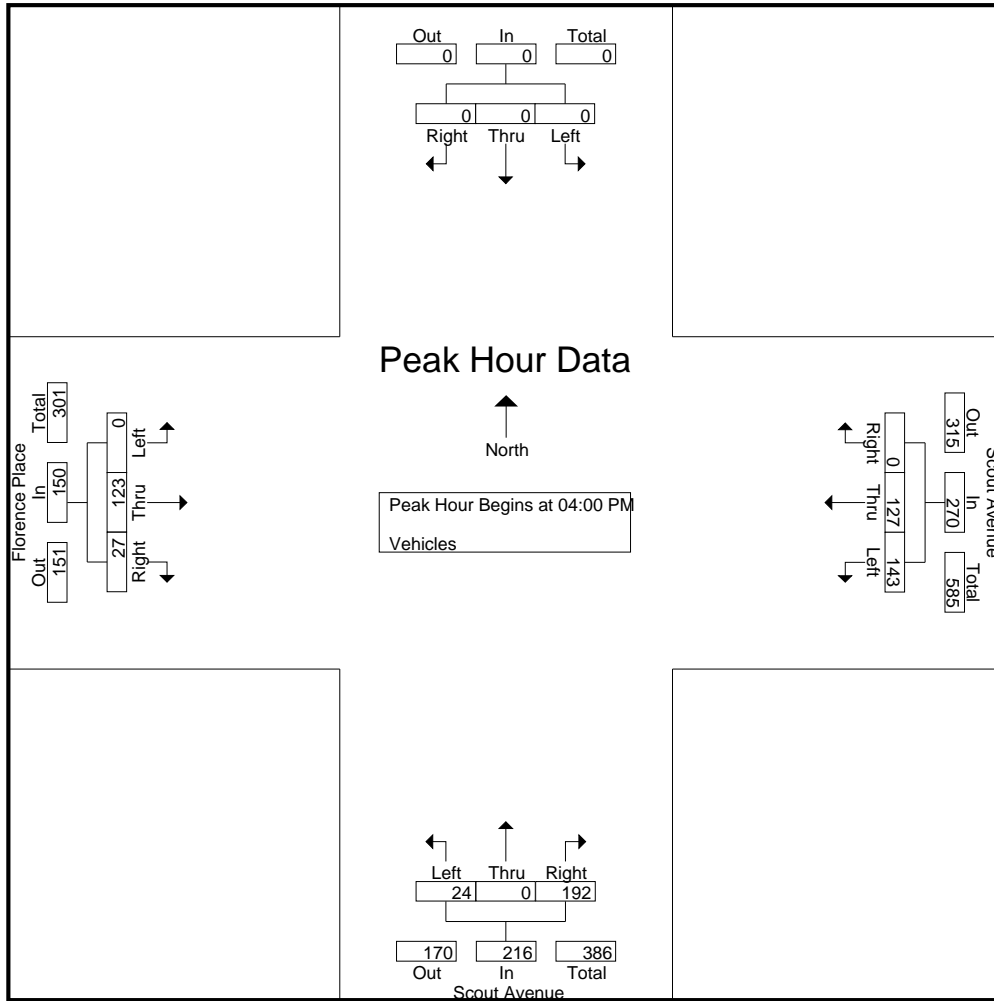
Start Time	Southbound				Scout Avenue Westbound				Scout Avenue Northbound				Florence Place Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	31	34	0	65	7	0	54	61	0	42	4	46	172
07:45 AM	0	0	0	0	37	54	0	91	4	0	66	70	0	52	5	57	218
08:00 AM	0	0	0	0	44	57	0	101	4	0	42	46	0	39	10	49	196
08:15 AM	0	0	0	0	33	29	0	62	2	0	40	42	0	26	4	30	134
Total Volume	0	0	0	0	145	174	0	319	17	0	202	219	0	159	23	182	720
% App. Total	0	0	0	0	45.5	54.5	0		7.8	0	92.2		0	87.4	12.6		
PHF	.000	.000	.000	.000	.824	.763	.000	.790	.607	.000	.765	.782	.000	.764	.575	.798	.826



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve
 Site Code : 00000000
 Start Date : 10/5/2022
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Start Time	Southbound				Scout Avenue Westbound				Scout Avenue Northbound				Florence Place Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	45	24	0	69	8	0	57	65	0	27	7	34	168
04:15 PM	0	0	0	0	31	36	0	67	2	0	38	40	0	33	5	38	145
04:30 PM	0	0	0	0	29	30	0	59	6	0	49	55	0	33	3	36	150
04:45 PM	0	0	0	0	38	37	0	75	8	0	48	56	0	30	12	42	173
Total Volume	0	0	0	0	143	127	0	270	24	0	192	216	0	123	27	150	636
% App. Total	0	0	0	0	53	47	0	900	11.1	0	88.9	900	0	82	18	900	900
PHF	.000	.000	.000	.000	.794	.858	.000	.900	.750	.000	.842	.831	.000	.932	.563	.893	.919



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve_BP
 Site Code : 00000000
 Start Date : 10/5/2022
 Page No : 1

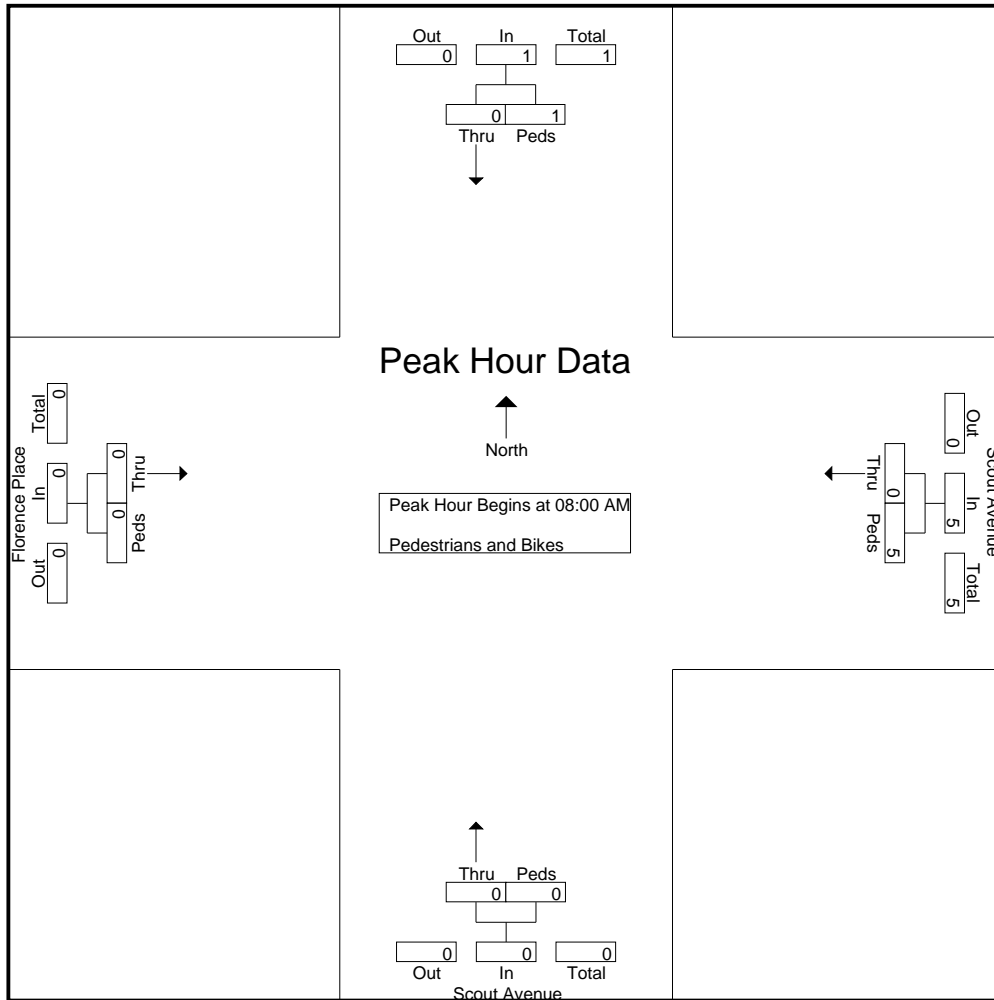
Groups Printed- Pedestrians and Bikes

Start Time	South Leg		Scout Avenue West Leg		Scout Avenue North Leg		Florence Place East Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
08:00 AM	0	0	0	3	0	0	0	0	3
08:30 AM	0	0	0	2	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	0	1
Total	0	1	0	5	0	0	0	0	6
04:00 PM	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	1	0	0	0	1	2
05:30 PM	0	1	0	0	0	0	2	1	4
05:45 PM	1	0	0	0	0	0	1	1	3
Total	1	1	0	1	0	0	3	3	9
Grand Total	2	2	0	6	0	0	3	3	16
Apprch %	50	50	0	100	0	0	50	50	
Total %	12.5	12.5	0	37.5	0	0	18.8	18.8	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve_BP
 Site Code : 00000000
 Start Date : 10/5/2022
 Page No : 2

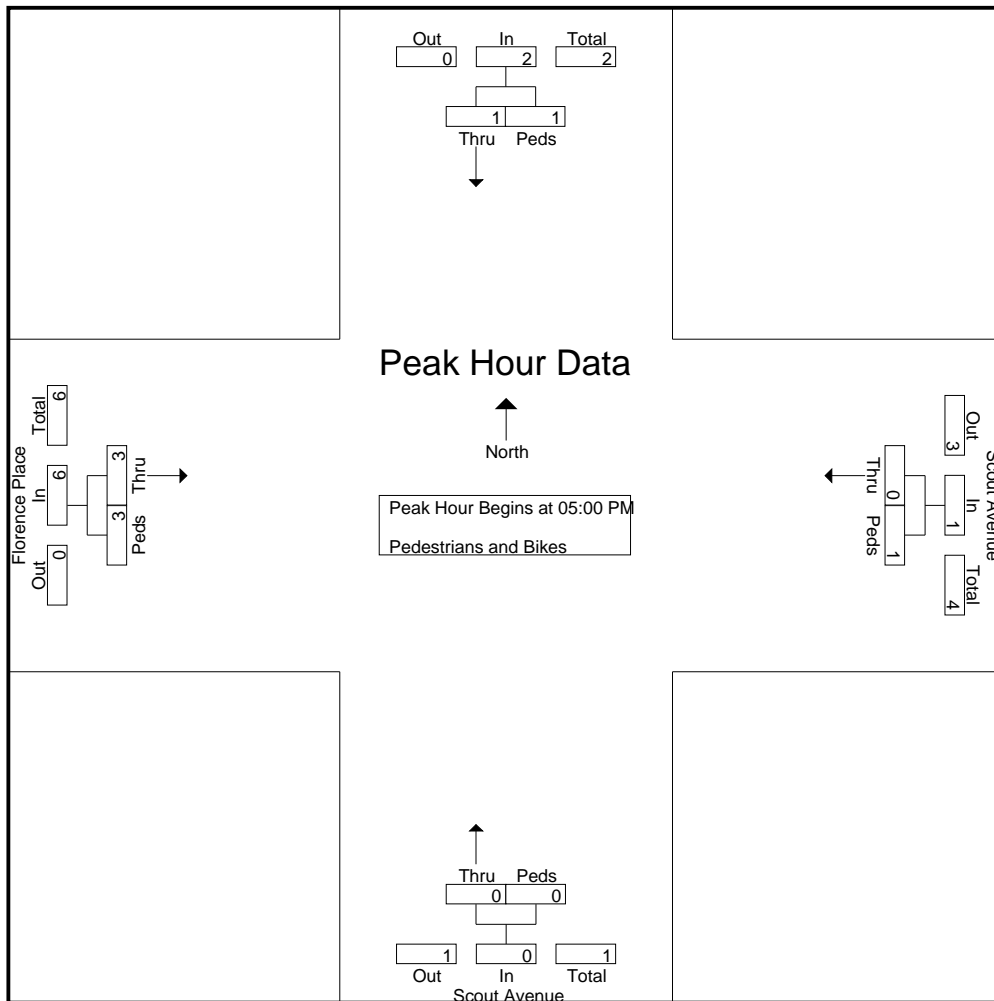
Start Time	South Leg			Scout Avenue West Leg			Scout Avenue North Leg			Florence Place East Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	0	5	5	0	0	0	0	0	0	6
% App. Total	0	100		0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.417	.417	.000	.000	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ScoutAve_FlorencePI-ScoutAve_BP
 Site Code : 00000000
 Start Date : 10/5/2022
 Page No : 3

Start Time	South Leg			Scout Avenue West Leg			Scout Avenue North Leg			Florence Place East Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	2	1	3	4
05:45 PM	1	0	1	0	0	0	0	0	0	1	1	2	3
Total Volume	1	1	2	0	1	1	0	0	0	3	3	6	9
% App. Total	50	50		0	100		0	0		50	50		
PHF	.250	.250	.500	.000	.250	.250	.000	.000	.000	.375	.750	.500	.563



Start Time	05-Oct-22 Wed	East		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		6	15		
12:15		0	22		
12:30		1	20		
12:45		3	21	10	78
01:00		1	27		
01:15		3	29		
01:30		2	33		
01:45		0	35	6	124
02:00		0	32		
02:15		4	37		
02:30		1	24		
02:45		2	43	7	136
03:00		2	36		
03:15		6	37		
03:30		4	35		
03:45		1	52	13	160
04:00		7	33		
04:15		7	35		
04:30		9	38		
04:45		17	40	40	146
05:00		17	34		
05:15		21	36		
05:30		13	38		
05:45		21	44	72	152
06:00		18	34		
06:15		15	36		
06:30		20	29		
06:45		22	25	75	124
07:00		14	24		
07:15		23	26		
07:30		53	18		
07:45		55	14	145	82
08:00		49	14		
08:15		32	24		
08:30		37	21		
08:45		23	6	141	65
09:00		13	10		
09:15		16	8		
09:30		11	9		
09:45		21	9	61	36
10:00		23	7		
10:15		19	6		
10:30		11	4		
10:45		15	6	68	23
11:00		13	4		
11:15		16	4		
11:30		23	4		
11:45		21	3	73	15
Total		711	1141		
Percent		38.4%	61.6%		
Grand Total		711	1141		
Percent		38.4%	61.6%		
ADT		ADT 1,852		AAADT 1,852	

Start Time	05-Oct-22 Wed	West		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		10	52		
12:15		4	36		
12:30		3	37		
12:45		8	30	25	155
01:00		9	34		
01:15		1	43		
01:30		4	42		
01:45		5	49	19	168
02:00		4	103		
02:15		2	62		
02:30		4	71		
02:45		2	67	12	303
03:00		5	75		
03:15		4	49		
03:30		8	75		
03:45		11	75	28	274
04:00		13	70		
04:15		22	65		
04:30		20	63		
04:45		13	76	68	274
05:00		27	58		
05:15		32	63		
05:30		42	63		
05:45		44	87	145	271
06:00		29	68		
06:15		30	64		
06:30		29	62		
06:45		39	48	127	242
07:00		47	54		
07:15		39	29		
07:30		66	24		
07:45		98	25	250	132
08:00		98	23		
08:15		63	28		
08:30		53	23		
08:45		57	24	271	98
09:00		30	24		
09:15		29	25		
09:30		33	19		
09:45		27	17	119	85
10:00		40	26		
10:15		31	16		
10:30		33	14		
10:45		32	16	136	72
11:00		34	6		
11:15		29	12		
11:30		27	8		
11:45		33	3	123	29
Total		1323	2103		
Percent		38.6%	61.4%		
Grand Total		1323	2103		
Percent		38.6%	61.4%		
ADT		ADT 3,426		AADT 3,426	

Start Time	05-Oct-22 Wed	Northeast		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		9	39		
12:15		5	33		
12:30		3	30		
12:45		11	44	28	146
01:00		7	13		
01:15		16	24		
01:30		10	54		
01:45		5	38	38	129
02:00		10	51		
02:15		1	42		
02:30		2	53		
02:45		8	69	21	215
03:00		4	35		
03:15		5	38		
03:30		7	61		
03:45		9	42	25	176
04:00		7	73		
04:15		12	38		
04:30		9	64		
04:45		34	56	62	231
05:00		11	47		
05:15		18	53		
05:30		27	55		
05:45		27	35	83	190
06:00		29	42		
06:15		17	43		
06:30		35	52		
06:45		44	48	125	185
07:00		30	38		
07:15		35	26		
07:30		63	22		
07:45		64	17	192	103
08:00		50	18		
08:15		43	13		
08:30		56	16		
08:45		37	20	186	67
09:00		24	32		
09:15		43	32		
09:30		11	24		
09:45		24	19	102	107
10:00		23	21		
10:15		26	20		
10:30		25	10		
10:45		27	7	101	58
11:00		30	11		
11:15		33	16		
11:30		24	5		
11:45		21	6	108	38
Total		1071	1645		
Percent		39.4%	60.6%		
Grand Total		1071	1645		
Percent		39.4%	60.6%		
ADT		ADT 2,716		AAADT 2,716	

