



**CITY OF BELL GARDENS  
TRAFFIC & SAFETY COMMISSION MEETING  
REGULAR MEETING  
TUESDAY, August 1, 2023, 5:30 p.m.  
AGENDA**

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

The meeting will be held at Bell Gardens City Hall in the Council Chambers. The public may attend the meeting in-person or virtually as instructed below. You may view the meeting live 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](mailto: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:(669)900-9128) 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](mailto: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  
Commissioner Hugo Alvarado  
Commissioner Carlos Jose Barrera  
Commissioner Jayson Gavilanes

**CITY STAFF**

Bernardo Iniguez, Director of Public Works  
Douglas Benash, P.E. City Engineer  
Veronica Sanchez, Secretary



**CITY OF BELL GARDENS  
TRAFFIC & SAFETY COMMISSION MEETING  
REGULAR MEETING  
TUESDAY, AUGUST 1, 2023, 5:30 p.m.  
AGENDA**

**CALL TO ORDER**

**INVOCATION**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Hugo Alvarado, Commissioner  
Carlos Jose Barrera, Commissioner  
Jayson Gavilanes, Commissioner  
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 JUNE 6, 2023**

**Brief Summary:** June 6, 2023 – 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 THREE WAY STOP SIGN AT LOVELAND STREET AND SUVA STREET**

**Brief Summary:** The crossing guard assigned to the intersection of Loveland Street and Suva Street reached out to a Council Member about installing a three-way STOP sign at the intersection of Loveland Street and Suva Street. The City Manager and Police Chief also inquired about an assessment of the intersection. The City's Traffic Engineer completed a sight investigation to confirm the existing roadway, sight distance conditions and reviewed available traffic volume, pedestrian counts, and accident history of the intersection.

**Recommendation:** It is staff's recommendation that the Commission direct staff to request City Council consideration for the installation of an all-way STOP controlled intersection at Loveland Street and Suva Street.

**3. TRAFFIC SAFETY ANALYSIS – REQUEST FOR STAFETY IMPROVEMENTS AT FLORENCE AVENUE AND TOLER AVENUE**

**Brief Summary:** The Public Works Department received a request from Officer Eric A. Perez, Bell Gardens Police Department, to evaluate the intersection of Florence Avenue and Toler Avenue for possible safety improvements due to safety concerns with vehicles exiting onto Florence Avenue from Toler Avenue. The City’s Traffic Engineer completed a site investigation of the location to confirm existing roadway, sight distance conditions, and investigated the accident history of the intersection.

**Recommendation:** It is staff’s recommendation that the Commission receive and file the report and direct staff to continue monitoring the intersection and address future issues as needed.

**STAFF COMMENTS**

**COMMISSIONERS COMMENTS**

**ADJOURNMENT**

**ADJOURNMENT TO NEXT SCHEDULED MEETING OF SEPTEMBER 5, 2023**

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

**June 6, 2023**

**CALL TO ORDER:** Chairperson Heredia called the Traffic & Safety Commission Meeting to order at 5:33 pm.

**ROLL CALL:** Ms. Sanchez took roll call.

**PRESENT:** Commissioner Alvarado, Commissioner Barrera, Commissioner Gavilanes, Vice-Chair Velasco and Chair Heredia were present. Bernardo Iniguez, Director of Public Works, Douglas Benash, City Engineer and Veronica Sanchez, Secretary were also present.

**INVOCATION:** Mr. Iniguez led the invocation.

**PLEDGE OF ALLEGIANCE:** Commissioner Gavilanes led the pledge of allegiance.

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

**APPROVAL OF MINUTES OF MAY 2, 2023:** Vice Chair Velasco made the motion and Commissioner Barrera second the motion. AYES: Alvarado, Barrera, Gavilanes, Velasco and Heredia

**TRAFFIC SAFETY ANALYSIS  
REQUEST FOR INSTALLATION  
OF DISABLED PERSON  
PARKING SPACE:**

Mr. Iniguez briefly summarized. The request being considered is for on-street disabled person parking at 6304 Gotham Street. There is an error or typo the correct address is 6304 not 3904 as indicated in the agenda and report. The recommendation is to deny the request based on the reported findings that condition 3 and 4 of the guidelines have not been met. Mr. Iniguez then deferred to Mr. Benash to provide the full report. Mr. Sanchez applied for disabled person on-street parking in front of his residence at 6304 Gotham Street. In accordance with the City's policy for On-Street Parking for Disabled Persons in Residential Areas, each disabled person parking is reviewed on a case-by-case basis and submitted for consideration. The intent of the policy is to prevent the proliferation of special parking for short term purposes and later seldom used. Unjustified installation causes an unnecessary increase in City's

maintenance and operation costs and reduces the availability for on-street parking for the public and detracts from the overall effectiveness of the program. Exceptions are made in hardship cases where the following conditions exist: a valid plates or valid placard issued by the DMV is possessed, the parking space is in front of the disabled person's place of residence, the applicant does not have off-street parking such as garage, carport or other alternatives to them, and a signed statement from the medical doctor specifies that the disabled person is unable to travel more than 50 feet between his home and automobile without the assistance of a second person. The review confirmed a one-car garage exists at the residence; the applicant noted that the street would be convenient. The physicians report dated March 9, 2022, deemed the applicant to be 'totally permanently disabled' and the DMV placard expires on June 30, 2025. The applicant does not meet conditions 3 and 4 of the guidelines, therefore the recommendation is to deny. Commissioner Alvarado asked, "Can the applicant travel from his vehicle to his home without the assistance of someone else?"

Mr. Benash explained that the physician noted him as 'totally disabled', adding that the applicant has on-site parking and on-street parking would be convenient, not necessary.

Vice-Chair Velasco made the motion to approve staff's recommendation and Commissioner Barrera second the motion. ABSTAINED: Alvarado YES: Barrera, Gavilanes, Velasco and Heredia.

**TRAFFIC SAFETY ANALYSIS  
SPEED MANAGEMENT ON  
GREENWOOD AVENUE  
SOUTH OF GAGE AVENUE:**

Mr. Iniguez briefly summarized. The department received a request for the installation of speed limit signs to encourage motorists to slow down on Greenwood Ave south of Gage Avenue. The City Engineer's recommendation is to direct staff to request City Council consideration for the installation of 25 MPH speed limit signs facing northbound and southbound traffic on Greenwood Avenue south of Gage Avenue and plan on regular speed enforcement by the Police Department.

Mr. Benash provided the full report. The Department received a request to evaluate Greenwood Avenue south of Gage Avenue. Greenwood is a residential street with a prime facia speed limit of 25 MPH and the length or segment is approximately 500 feet leading into a private street. The

street is wider than most residential streets and borders with Commerce. After a review of the conditions, it is determined that installing 25 MPH speed limits facing northbound and southbound traffic along with Police enforcement would mitigate the problem.

Chair Heredia asked if there was a reason why speed humps were not considered.

Mr. Benash explained that these are only considered on streets where the width doesn't exceed 40 feet. This street would not be a candidate.

Commissioner Gavilanes made the motion to approve staff's recommendation and Commissioner Alvarado seconded the motion. AYES: Alvarado, Barrera, Gavilanes, Velasco and Heredia

**TRAFFIC SAFETY ANALYSIS  
SIGHT DISTANCE IMPROVEMENTS  
AT EASTERN AVENUE AND  
PRIORY STREET:**

Mr. Iniguez briefly summarized. The department received a request from the Police Department to evaluate the intersection of Eastern Avenue and Priory Street. The recommendation is that the Traffic and Safety Commission direct staff to request City Council consideration for the installation of 50 feet of red curb at the northwest corner, 40 feet of red curb at the southeast corner and 20 feet of red curb on the northeast corner.

Mr. Benash provided the complete report. Officer Perez of the Police Department asked the department to evaluate the intersection of Eastern Avenue and Priory Street. Eastern Avenue is a main arterial street and Priory Street a residential street. After reviewing the existing site conditions, it is recommended for installation 50 feet of red curb at the northwest corner, 40 feet of red curb at the southeast corner and 20 feet of red curb at the northeast corner of the intersection would improve site distance for left turning motorist traveling eastbound and westbound on Priory Street. Although on-street parking is scarce, safety outweighs it.

Commissioner Barrera made the motion to approve staff's recommendation and Vice-Chair Velasco seconded the motion.

AYES: Alvarado, Barrera, Gavilanes, Velasco and Heredia

**COMMENTS FROM STAFF:**

Mr. Iniguez commented that it's a pleasure to be on board. He is looking forward to working with the group. The second meeting of the Bell Gardens Pedestrian and Bicycle

Committee took place last Thursday and the next meeting will be held at Veteran's Park.

**COMMISSIONER COMMENTS:** Chair Heredia and Vice-Chair Velasco welcomed Mr. Iniguez.

**ADJOURNMENT:** Chair Heredia adjourned the meeting at 5:55 p.m. to the next scheduled meeting of August 1, 2023, after confirming there will be no meeting in July.

**APPROVED BY:**

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**David Heredia, Chairperson**

**Submitted by:**

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**Veronica Sanchez, Secretary**





**CITY OF BELL GARDENS  
PUBLIC WORKS DEPARTMENT**

**AGENDA REPORT**  
Item 2.

**TO:** Honorable Chair and Members of the Traffic and Safety Commission  
**FROM:** Bernardo Iniguez, Director of Public Works/Facilities  
**BY:** Douglas Benash, P.E., City Engineer  
**SUBJECT: TRAFFIC SAFETY ANALYSIS – REQUEST FOR THREE-WAY STOP SIGN AT LOVELAND STREET AND SUVA STREET**  
**DATE:** August 1, 2023

**RECOMMENDATION:**

It is staff's recommendation that the Traffic and Safety Commission by motion:

1. Direct staff to request City Council consideration of the following improvements:
  - A. Install two (2) 30-inch STOP signs on Suva Street at the southwest and northeast corners of the intersection of Loveland Street and Suva Street;
  - B. Install limit lines and STOP legends on the Suva Street approaches;
  - C. Install STOP AHEAD legends and signs on Suva Street; and
  - D. Refresh all other intersection striping, legends, and signage.

**BACKGROUND/DISCUSSION:**

The crossing guard regularly assigned to the intersection of Loveland Street and Suva Street reached out to a Council Member about installing a three-way STOP sign (called an all-way stop intersection) at the intersection of Loveland Street and Suva Street. The City Manager and Police Chief also inquired about an assessment of the intersection. This item was referred to the Public Works Department for further investigation. Exhibit No. 1 shows the general site location.

**EXISTING CONDITIONS:**

The City's Traffic Engineer completed a site investigation of the location to confirm the existing roadway and sight distance conditions. Loveland Street meets Suva Street as a three-legged intersection, with vehicles typically parked near the intersection.

**INVESTIGATION AND DISCUSSION:**

Based on the citizen's concerns, the City's Traffic Engineer reviewed and referenced any past reports for this intersection to identify all safety issues. The review included available traffic volume and pedestrian counts and accident history that may have been collected and reviewed for this intersection. The City utilized the guidance from the California Manual on Uniform Traffic Control Devices (CA-MUTCD) for all traffic control devices, since the use of the CA-MUTCD provides liability protection for jurisdictions.

Regarding the request for the installation of an all-way STOP intersection at this location, the CA-MUTCD has established that three (3) different warrants must be 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 crashes 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) averages at least 200 units per hour for the same 8 hours, with an average delay to the minor-street traffic of at least 30 seconds per vehicle during the highest hour.
3. Sight Distance – Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop to ensure safety. Evidence that sight distance is a contributing factor will be supported by the existence of traffic collisions which could be susceptible to correction by installing STOP signs.

#### **Collision Warrant:**

SWITRS (Statewide Integrated Traffic Records System) data was acquired from the CHP (California Highway Patrol) via TIMS and reviewed to determine the frequency of traffic collisions for the subject intersection. Traffic collision records for this intersection were reviewed for the most recent three (3) year period (between 05-31-2019 to 05-31-2022). The CA-MUTCD stop sign warrant requires an individual intersection to experience five or more reported collisions in a 12-month period susceptible to correction by a multi-way STOP installation. **A review of the reported accident history for three years revealed no accidents at the Loveland Street – Suva Street intersection.** The accident history is shown in Attachment No. 3.

The lack of left-turn and right-turn accidents at the Loveland Street and Suva Street intersection indicates that the accident warrant for an all-way STOP sign intersection is not met 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 not present at the intersection of Loveland Street and Suva Street.

Therefore, the traffic volume warrant cannot be satisfied at this location.

#### **Sight Distance Warrant:**

The CA-MUTCD recommends a minimum of 155 feet of clear stopping sight distance on a 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.

Field observations indicate that the existing intersection sight distance is adequate; as Suva Street curves away from the intersection, sight distance is increased. Current red curb markings are sufficient.

It is recognized that curb parking with City residential neighborhoods is in very short supply, and the provisions of the existing red curb at the corners enhance safety and sight distance at this intersection.

**CA-MUTCD ADDITIONAL CRITERIA:**

The CA-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;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- 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
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where a multi-way STOP control would improve traffic operational characteristics of the intersection.

**CONCLUSION:**

After a review of the existing site conditions, including the adjacent locations of Suva Intermediate and Elementary Schools, the accident history, traffic counts, the CA-MUTCD Additional Criteria Section 2B.07 paragraph B, and engineering judgement; the City's Traffic Engineer determined the installation of an all-way STOP controlled intersection is recommended for this location.

**FISCAL IMPACT:**

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

**ATTACHMENTS:**

Exhibit 1 – Existing Conditions

### Exhibit 1- Existing Conditions





**CITY OF BELL GARDENS  
PUBLIC WORKS DEPARTMENT**

**AGENDA REPORT**

Item 3.

<b>TO:</b>	Honorable Chair and Members of the Traffic and Safety Commission
<b>FROM:</b>	Bernardo Iniguez, Director of Public Works/Facilities
<b>BY:</b>	Douglas Benash, P.E., City Engineer
<b>SUBJECT:</b>	<b>TRAFFIC SAFETY ANALYSIS – REQUEST FOR SAFETY IMPROVEMENTS AT FLORENCE AVENUE AND TOLER AVENUE</b>
<b>DATE:</b>	August 1, 2023

**RECOMMENDATION:**

It is staff's recommendation that the Traffic and Safety Commission by motion:

1. Receive and file this report; and
2. Direct Staff to continue to monitor the intersection and address future issues as needed.

**BACKGROUND/DISCUSSION:**

The Public Works Department received a request from Officer Eric A. Perez, Bell Gardens Police Department, to evaluate the intersection of Florence Avenue and Toler Avenue for possible safety improvements due to safety concerns with vehicles exiting onto Florence Avenue from Toler Avenue.

Florence Avenue is a curved roadway from Darwell Avenue to Toler Avenue when exiting from Toler Avenue. There is an existing structure built to the back of sidewalk on the southwest corner of the intersection. There is also existing red curb for eastbound Florence Avenue traffic going 250 feet westerly from the intersection of Toler Avenue. According to Officer Perez, he witnessed a vehicle crossing the eastbound lanes of Florence Avenue, waiting in the median island area for traffic to clear before proceeding westbound on Florence Avenue.

The City's Traffic Engineer completed a site investigation of the location to confirm existing roadway and sight distance conditions. Exhibit 1 shows a view of existing conditions at the intersection. The existing conditions show that sight distance exiting Toler Avenue is approximately 200 feet, due to the existing building on the southwest corner of the intersection. On-street parking along the eastbound curb lane is already restricted with red curb, which provides for more than adequate sight distance visibility for vehicles exiting Toler Avenue.

Staff investigated the accident history of the intersection for the past three years and confirmed there have been no reportable accidents during that period. Based on the California Manual on Uniform Traffic Control Devices (CA-MUTCD), which provides liability protection for jurisdictions, since there is no accident history at this time, no further action is recommended.

**CONCLUSION:**

After a review of the existing site conditions, accident history, and traffic counts; the City's Traffic Engineer determined that no further action is required at this time. If directed by the Traffic and Safety Commission, staff will continue to monitor the intersection and address future issues as needed.

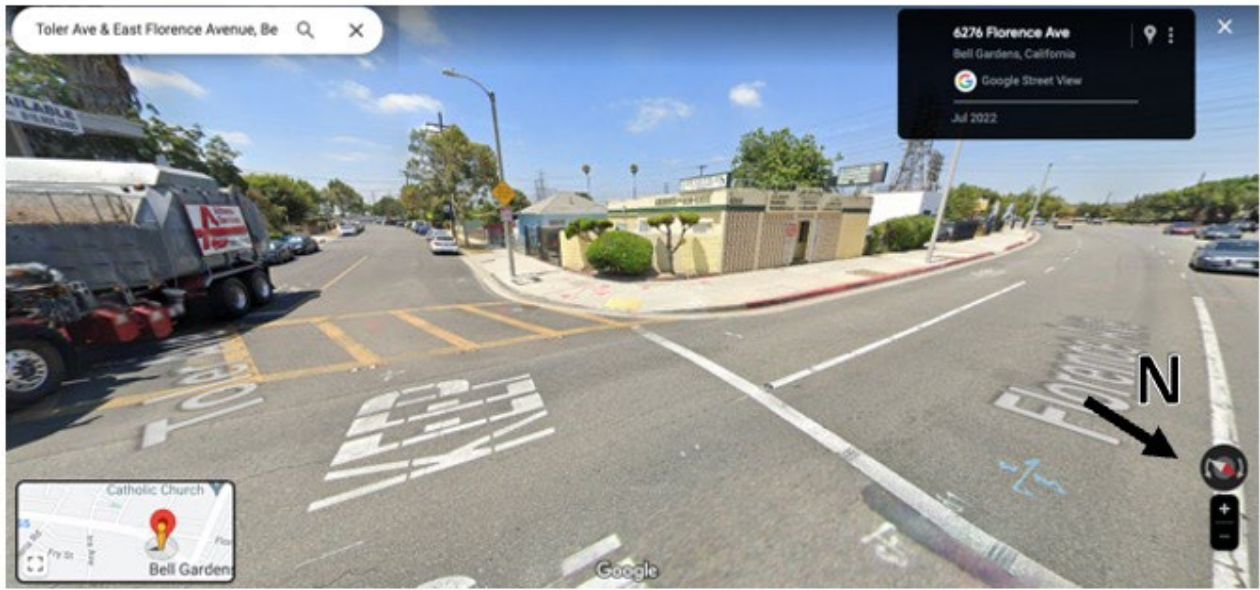
**FISCAL IMPACT:**

None

**ATTACHMENTS:**

Exhibit 1 – Existing Conditions

# Exhibit 1- Existing Conditions



Toler Ave and Florence Ave Looking Westbound