



**CITY OF BELL GARDENS  
TRAFFIC & SAFETY COMMISSION MEETING  
REGULAR MEETING  
TUESDAY, JANUARY 2, 2024, 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 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  
Commissioner Raul Velasco

**CITY STAFF**

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



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**CALL TO ORDER**

**INVOCATION**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Hugo Alvarado, Commissioner  
Carlos Jose Barrera, Commissioner  
Jayson Gavilanes, Commissioner  
Raul Velasco, 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 NOVEMBER 7, 2023**

**Brief Summary:** November 7, 2023 – Traffic and Safety Commission Meeting Minutes

**Recommendation:** It is staff's recommendation that the Traffic and Safety Commission approve the attached minutes.

**DISCUSSION (Item No. 2)**

**2. TRAFFIC SAFETY ANALYSIS – THREE WAY STOP SIGN AT LUDELL STREET AND COLMAR AVENUE**

**Brief Summary:** Staff received a request to install a three-way stop sign (called an all-way stop intersection) at the intersection of Ludell Street and Colmar Avenue.

**Recommendation:** It is staff's recommendation that the Traffic and Safety Commission direct staff to continue to monitor the intersection and address future issues as needed.

**STAFF COMMENTS**

**COMMISSIONER COMMENTS**

**ADJOURNMENT**

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

**November 7, 2023**

**CALL TO ORDER:** Chairperson Heredia called the Traffic & Safety Commission Meeting to order at 5:39 pm.

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

**PRESENT:** Chairperson Heredia attended the meeting via teleconference under "just cause." Commissioner Alvarado, Commissioner Gavilanes and Commissioner Velasco were present. Bernardo Iniguez, Director of Public Works/Facilities, Douglas Benash, City Engineer, and Veronica Sanchez, Secretary, were also present. Commissioner Barrera had an excused absence.

**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 OCTOBER 3, 2023:** Commissioner Alvarado made the motion to approve, and Commissioner Gavilanes seconded the motion. AYES: Alvarado, Gavilanes, and Heredia.

**TRAFFIC SAFETY ANALYSIS  
REQUEST FOR SPEED HUMPS  
ON IRA AVENUE FROM CLARA  
STREET TO GOTHAM STREET:**

Mr. Iniguez briefly summarized. The department received a signed petition from residents for the installation of speed humps on Ira Avenue from Clara Street to Gotham Street expressing concerns regarding speeding activity. Staff's recommendation to the Commission is to 1) authorize staff to distribute a Speed Hump Survey Questionnaire to all residents fronting Ira Avenue from Clara Street to Gotham Street, requesting their confirmation of support or opposition for the proposed speed hump installation; and 2) if at least 51% resident support is obtained, approve for City Council consideration the installation of two (2) proposed speed humps on Ira Avenue as shown in exhibit 2, or 3) if less than 51% resident support is obtained, deny and close out the citizen speed hump request.

Mr. Benash provided the full report. The department received a signed petition from residents on Ira Avenue from Clara Street to Gotham Street for the installation of speed humps. The Speed Hump Policy summarizes some key points during the evaluation process by the City Traffic Engineer, including: 1) the street must be a local residential street with one traveling lane in each direction, 2) the roadway width is no more than 40 feet, 3) there are no curves that would make it difficult to see, 4) traffic volumes are between 500 to 3,500 vehicles daily, 5) the speed limit is 25 miles per hour, 6) the actual measured 85<sup>th</sup> percentile speed is greater than 25 mph by 8 mph or more, 7) the street is not a transit route, and 8) the support of the residents is at least 51%.

In response to the request, traffic volume counts and speed profiles were ordered for Ira Avenue from Clara Street to Gotham Street. The purpose was to confirm the extent of reported speeding activity on Ira Avenue and review the traffic volume data needed to determine if the local street meets the City's policy requirements. Ira Avenue is a north-south local street with one lane of travel in each direction and a posted 25 mph speed limit. The approximate width is 26 feet, and the approximate length is 800 feet. The results of the average daily traffic volume counts over a four-day period, July 20, 2023, to July 23, 2023, is an average of 2,839 vehicles per day and the 85<sup>th</sup> percentile speed exceeded the posted speed limit by 10 MPH, indicating the 85<sup>th</sup> percentile speed is 35 MPH. After reviewing the criteria and collecting the data, the next step is the consideration of the citizens' support, which would include distribution of the Speed Hump Survey Questionnaire to all residents fronting Ira Avenue from Clara Street to Gotham Street. If the necessary resident support is received and the City Council approves the request, the estimated installation is \$2,530.

Chair Heredia asked if there is a stop sign at Gallant Street and if this was considered in mediating versus speed humps. Mr. Benash explained that there is a different analysis, we would follow the MUTCD and conduct an analysis for a 3-leg intersection, take accident counts and the type of accident into consideration.

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

**COMMENTS FROM STAFF:** Mr. Iniguez advised the Commission that staff met with the CalWalks group on October 11<sup>th</sup> and reviewed the recommendations from the report, which included multi-modal and traffic calming measures.

**COMMISSIONER COMMENTS:** Chairperson Heredia welcomed Commissioner Velasco. Commissioner Velasco stated he was happy to be back and do his part for the community.

**ADJOURNMENT:** Chair Heredia adjourned the meeting at 5:50 p.m. to the next scheduled meeting of December 5, 2023.

**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.

<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 THREE-WAY STOP SIGN AT LUDELL STREET AND COLMAR AVENUE</b>
<b>DATE:</b>	January 2, 2024

### **RECOMMENDATION:**

It is staff's recommendation that the Traffic and Safety Commission direct staff to continue to monitor the intersection and address future issues as needed. No further action is required at this time.

### **BACKGROUND/DISCUSSION:**

Staff received a request to install a three-way stop sign (called an all-way stop intersection) at the intersection of Ludell Street and Colmar Avenue. The 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 existing intersection and sight distance conditions. Colmar Avenue meets Ludell 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 of 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 11-01-2020 to 11-01-2023). 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 Ludell Street – Colmar Avenue intersection.** The accident history report is on file with the Public Works Department.

The lack of left-turn and right-turn accidents at the Ludell Street and Colmar Avenue 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 Ludell Street and Comar Avenue. Traffic counts were obtained and do not meet the minimum requirements. The traffic counts report is on file with the Public Works Department.

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. 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, accident history and traffic counts, the City's Traffic Engineer determined that no further action is required at this time. 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

