



**CITY OF BELL GARDENS
TRAFFIC & SAFETY COMMISSION MEETING
REGULAR MEETING
TUESDAY, AUGUST 6, 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, 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 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
Commissioner Hugo Alvarado
Commissioner Jayson Gavilanes
Commissioner Raul Velasco

CITY STAFF

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



**CITY OF BELL GARDENS
TRAFFIC & SAFETY COMMISSION MEETING
REGULAR MEETING
TUESDAY, AUGUST 6, 2024, 5:30 p.m.
AGENDA**

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

Hugo Alvarado, 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 JULY 2, 2024

Brief Summary: July 2, 2024 – 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 - 4)

2. TRAFFIC SAFETY ANALYSIS – REQUEST FOR ESTABLISHING A PARKING DISTRICT ON KRESS AVENUE FROM FLORENCE AVENUE TO CLARA STREET

Brief Summary: Staff received a signed Residential Permitted Parking District Petition requesting the creation of a parking district to mitigate parking impacts affecting residents of Kress Avenue from Florence Avenue to Clara Street.

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

1. Authorize staff to conduct further analysis to evaluate the non-resident vehicles parking on Kress Avenue to determine where the vehicle owners work; assess the parking capacity of the respective vehicle owner's employer's business; and determine if other parking alternatives for the Clara Street commercial businesses are available; and
2. Authorize staff to complete a traffic volume and speed data analysis for Kress Avenue from Florence Avenue to Clara Street to determine if any other traffic issues require mitigation.

3. TRAFFIC SAFETY ANALYSIS - REQUEST FOR SPEED HUMPS ON ALLEY W/O EASTERN AVENUE FROM CLARA STREET TO GOTHAM STREET

Brief Summary: Staff received a resident request for installation of speed humps in the alley west of Eastern Avenue from Clara Street to Gotham Street.

Recommendation: It is staff's recommendation that the Traffic and Safety Commission deny and close out the request.

4. TRAFFIC SAFETY ANALYSIS – REQUEST FOR SPEED HUMPS ON DARWELL AVENUE FROM LOVELAND STREET TO LUBEC STREET

Brief Summary: Staff received a signed Speed Hump Petition from residents requesting the installation of speed humps on Darwell Avenue from Loveland Street to Lubec Street.

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

1. Authorize staff to distribute a Speed Hump Survey Questionnaire to all residents fronting Darwell Avenue from Loveland Street to Lubec Street, requesting their confirmation of support or opposition of the proposed speed hump installation; and
2. If at least 51% resident support is obtained, approve for City Council consideration the installation of three (3) proposed speed humps on Darwell Avenue as shown in Exhibit 3; or, if less than 51% resident support is obtained, then deny and close out the citizen speed hump request.

5. TRAFFIC SAFETY ANALYSIS – REQUEST FOR SPEED HUMPS ON EMIL AVENUE FROM FLORENCE AVENUE TO LIVE OAK STREET

Brief Summary: Staff received a signed Speed Hump Petition from residents requesting the installation of speed humps on Emil Avenue from Florence Avenue to Live Oak Street.

Recommendation: It is staff's recommendation that the Traffic and Safety Commission deny and close out the request.

STAFF COMMENTS

COMMISSIONER COMMENTS

ADJOURNMENT



**CITY OF BELL GARDENS
TRAFFIC & SAFETY COMMISSION MEETING
REGULAR MEETING
TUESDAY, JULY 2, 2024, 5:30 p.m.
MINUTES**

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

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 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

CALL TO ORDER

The Traffic and Safety Commission held its regular meeting on March 5, 2024, in the City Council Chambers, 7100 Garfield Avenue, Bell Gardens, CA with Chairperson Heredia calling the meeting to order at 5:36 p.m.

INVOCATION

The invocation was given by Public Works/Facilities Director Bernardo Iniguez.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Velasco.

ROLL CALL

Present:

David Heredia, Chairperson – Joined remotely due to ‘just cause’ circumstances under AB2449 due to a contagious illness, confirmed no one over the age of 18 was present at his location.

Hugo Alvarado, Commissioner

Carlos Jose Barrera, Commissioner

Jayson Gavilanes, Commissioner

Raul Velasco, Commissioner

PUBLIC COMMENTS ON AGENDA AND NON-AGENDA ITEMS

Secretary Veronica Sanchez announced that there were no comments received.

No public comments were provided.

CONSENT CALENDAR (Item No. 1)

1. APPROVAL OF MINUTES OF MAY 7, 2024

Approve the minutes of the May 7, 2024, Traffic and Safety Commission Meeting.

A motion was made by Commissioner Barrera and seconded by Commissioner Gavilanes to approve.

The motion carried 3-0 with the following vote for Item No. 1:

AYES: Barrera, Gavilanes and Heredia

NOES: None

ABSENT: None.

ABSTAIN: Alvarado and Velasco

DISCUSSION (Item No. 2 – 4)

2. TRAFFIC SAFETY ANALYSIS – REQUEST FOR DISABLED PERSON PARKING SPACE AT 5942 PRIORY STREET

Brief Summary: Staff received a request to install a disabled parking space from the caretaker for the resident at 5942 Prior Street.

Recommendation: It is staff’s recommendation that the Traffic and Safety Commission approve for City Council consideration the installation of a designated disabled parking space at 5942 Priory Street.

Public Works/Facilities Director Bernardo Iniguez summarized staff’s recommendation and City Engineer Douglas Benash provided the analysis.

A motion was made by Commissioner Barrera and seconded by Commissioner Gavilanes to approve staff’s recommendation.

The motion carried 5-0 with the following vote for Item No. 2:

AYES: Alvarado, Barrera, Gavilanes, Heredia and Velasco
NOES: None
ABSENT: None
ABSTAIN: None

3. TRAFFIC SAFETY ANALYSIS – REQUEST FOR TEMPORARY “TOWAWAY” NO PARKING ZONE FROM 6:00 AM TO 6:00 PM TO FACILITATE CONSTRUCTION ACTIVITIES AT FORD PARK

Brief Summary: Staff received a request from the Ford Park pool contractor to facilitate the entry and exit of large trucks as part of the pool demolition and construction activities.

Recommendation: It is staff’s recommendation that the Traffic and Safety Commission approve for City Council consideration the installation of 105 feet of temporary Towaway No Parking Zone at 7945 Scout Avenue to facilitate construction activities.

Public Works/Facilities Director Bernardo Iniguez summarized staff’s recommendation and City Engineer Douglas Benash provided the analysis.

A motion was made by Commissioner Gavilanes and seconded by Commissioner Barrera to approve staff’s recommendation.

The motion carried 5-0 with the following vote for Item No. 3:

AYES: Alvarado, Barrera, Gavilanes, Heredia and Velasco
NOES: None
ABSENT: None
ABSTAIN: None

4. TRAFFIC SAFETY ANALYSIS – REQUEST FOR SPEED LIMIT SIGNAGE ON DARWELL AVENUE FROM LUBEC STREET TO LOVELAND STREET

Brief Summary: Staff received a request to install speed limit signs on Darwell Avenue from Lubec Street to Loveland Street.

Recommendation: It is staff’s recommendation that the Traffic and Safety Commission receive and file this report.

Public Works/Facilities Director Bernardo Iniguez summarized staff’s recommendation and City Engineer Douglas Benash provided the analysis.

A motion was made by Commissioner Velasco and seconded by Commissioner Alvarado to approve staff’s recommendation.

The motion carried 5-0 with the following vote for Item No. 4:

AYES: Alvarado, Barrera, Gavilanes, Heredia and Velasco
NOES: None
ABSENT: None
ABSTAIN: None

STAFF COMMENTS

Public Works/Facilities Director Bernardo Iniguez provided brief comments.

COMMISSIONER COMMENTS

Commissioner Gavilanes provided a brief comment.

ADJOURNMENT

Chairperson Heredia adjourned the meeting at 5:58 p.m.

Veronica Sanchez, Secretary to the Commission

Agenda posted on June 27, 2024.



**CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT**

AGENDA REPORT

Item No. 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 ESTABLISHING A PARKING DISTRICT ON KRESS AVENUE FROM FLORENCE AVENUE TO CLARA STREET

DATE: August 6, 2024

RECOMMENDATION:

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

1. Authorize staff to conduct further analysis to evaluate the non-resident vehicles parking on Kress Avenue to determine where the vehicle owners work; assess the parking capacity of the respective vehicle owner's employer's business; and determine if other parking alternatives for the Clara Street commercial businesses are available; and
2. Authorize staff to complete a traffic volume and speed data analysis for Kress Avenue from Florence Avenue to Clara Street to determine if any other traffic issues require mitigation.

BACKGROUND/DISCUSSION:

The Public Works Department received a signed Residential Permitted Parking District Petition from residents requesting the creation of a parking district to mitigate parking impacts affecting residents of Kress Avenue. The Petition requests the parking district to restrict parking by permit between the hours of 6:00 AM to 6:00 PM, Monday through Friday.

The establishment of a permit parking district on Kress Avenue from Florence Avenue to Clara Street shall be in accordance with the City's Residential Permit Parking Policy (Policy). The residents expressed concerns of vehicle parking that do not live in the neighborhood on this street segment. Exhibit 1 shows an aerial photo of the subject street block.

ANALYSIS OF REQUEST

In accordance with the Policy, each parking district request is reviewed on a case-by-case basis and submitted to the Traffic and Safety Commission for review and consideration.

Kress Avenue is a north-south local residential street providing one lane of travel in each direction with a prima facia speed limit of 25 MPH. This block has single family and multi-family homes on both sides of the street. The roadway width is approximately 40 feet wide from curb to curb. Parking is allowed on both sides of the street. The approximate length of Kress Avenue from Florence Avenue to Clara Street is approximately 960 feet. Kress Avenue is 'Stop' controlled exiting at Florence Avenue and Clara Street. The street is also posted 'No Trucks over 3 Tons' in both directions.

The following information summarizes some of the key points reviewed during the residential permit parking district evaluation process by the City Engineer and/or City Traffic Engineer:

- The proposed permitted parking district is at least three quarters, seventy-five percent (75%), single family residential and includes whole blocks. For purposes of this section, "whole block," shall be defined as the entire portion of a street block from intersection to intersection. The proposed parking district shall also include both sides of a street, unless the City Traffic Engineer determines this to be impractical or undesirable.
- Each single-family residence shall have one vote for the petition of the proposed parking district. Each dwelling unit or a multi-family property shall one vote for the petition of the proposed permit parking district. Multi-family properties, if any, within the proposed district boundaries consist of duplexes, triplexes and fourplexes only.
- At least seventy-five percent (75%) of the on-street parking spaces within the proposed district boundaries are occupied during the time of requested parking prohibition of restriction.
- A survey to confirm that a minimum of twenty-five percent (25%) of the vehicle parking spaces within the proposed restricted or prohibited parking hours must be registered to non-residents of the proposed district. For purposes of this this section "non-resident" shall be defined as an individual who resides outside the district boundaries.
- The street block in question is a designated residential street. For purposes of this section, "residential street" shall be defined as any street that meets the criteria of "local streets" as defined in the General Plan and is not considered a Major Highway, Secondary Highway, or Collector Street as shown in Exhibit 3-1 of "Section 3 Circulation and Transportation Element"
- No alternative solution is practical or reasonable.
- Such other criteria as the City Traffic Engineer determines necessary, including, but not limited to the extent to which vehicles owned by residents of the area could be accommodated by off-street parking spaces.

In response to the request, the City Engineer evaluated each criterion above as follows:

1. The proposed parking district was evaluated utilizing a visual inspection of each property with confirmation from the Los Angeles County Assessor property information. There are twenty-seven (27) properties on Kress Avenue between Florence Avenue and Clara Street. A total of thirteen (13) properties are single-family homes. The data and evaluation is provided in Exhibit 1. This equates to forty-eight percent (48%) of the Kress Avenue properties as single-family homes; whereas, the Policy requires at least 75% of the properties to be single family homes; therefore, this condition is not met.
2. The submitted petition complies with the Policy requirement of one vote/signature per property within the proposed district.
3. On-street parking space availability was evaluated. Each property was field measured for available parking space. Utilizing the MUTCD standard of 20-feet per parking space; there are approximately 40 spaces available within the block. This number may vary depending on the size of cars being parked in the available space. On July 18, 2024, and July 22, 2024, staff inspected and found the street fully parked on both days of inspection. With Kress Avenue being fully parked, this condition of the Policy is satisfied.
4. Staff field verified and documented parked vehicles on Kress Avenue on July 18, 2024, and July 22, 2024. During the field visits, vehicles were photographed, and license plate information was provided to the Bell Gardens Police Department to determine vehicle owner registered locations. On July 18, 2024, 25 of the 37 cars parked on Kress Avenue were registered to non-residents and on July 22, 2024, 23 of 32 cars parked on Kress Avenue were registered to non-residents. This equates to percentages of 68% and 72% respectfully; therefore, this condition of the Policy is satisfied with the street being fully parked.
5. Kress Avenue is designated as a Local Residential Street per the General Plan and this condition of the Policy is satisfied.
6. Evaluating the “No Alternative Solution,” the Kress Avenue residents requested parking permits for daytime hours (i.e., 6:00 AM to 6:00 PM, Monday through Friday). Only Criteria No. 1 was not satisfied for the establishment of the parking district. The data shows there is a daytime parking impact from the Clara Street commercial businesses. It is clearly known that Bell Gardens has a parking issue throughout the City; therefore, the City Engineer recommends further evaluation of the non-resident vehicles parking on Kress Avenue to determine where the vehicle owners work, the parking capacity of the employer’s business, and to determine if there any other parking alternatives for the Clara Street commercial businesses.
7. In addition, the City Engineer recommends the completion of a traffic volume and speed data analysis for Kress Avenue from Florence Avenue to Clara Street to determine if any other traffic issues require mitigation.

CONCLUSION:

After reviewing the Policy criteria and the collected traffic-related data, the City Engineer has determined the subject block of Kress Avenue does not meet the requirements to proceed with establishing the requested Parking District due to Criteria No. 1 not being met. However, the City Engineer recommends further analysis of Criteria Nos. 6 and 7 in order to fully evaluate the potential of establishing the Parking District on Kress Avenue from Florence Avenue to Clara Street.

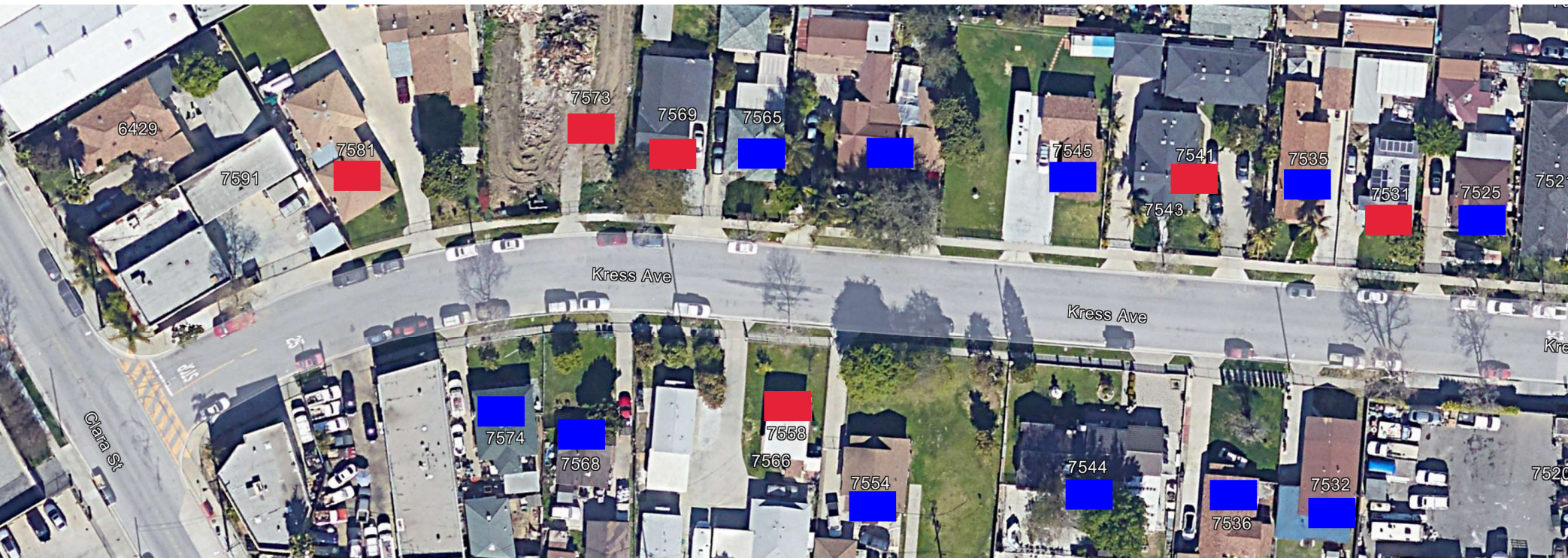
FISCAL IMPACT:

At this time, there is no fiscal impact.

ATTACHMENTS:

Exhibit 1 – Aerial Photo of Block Showing Single Family Residences and Multi-Family Residences

Kress Avenue Parking District Field Investigation Findings



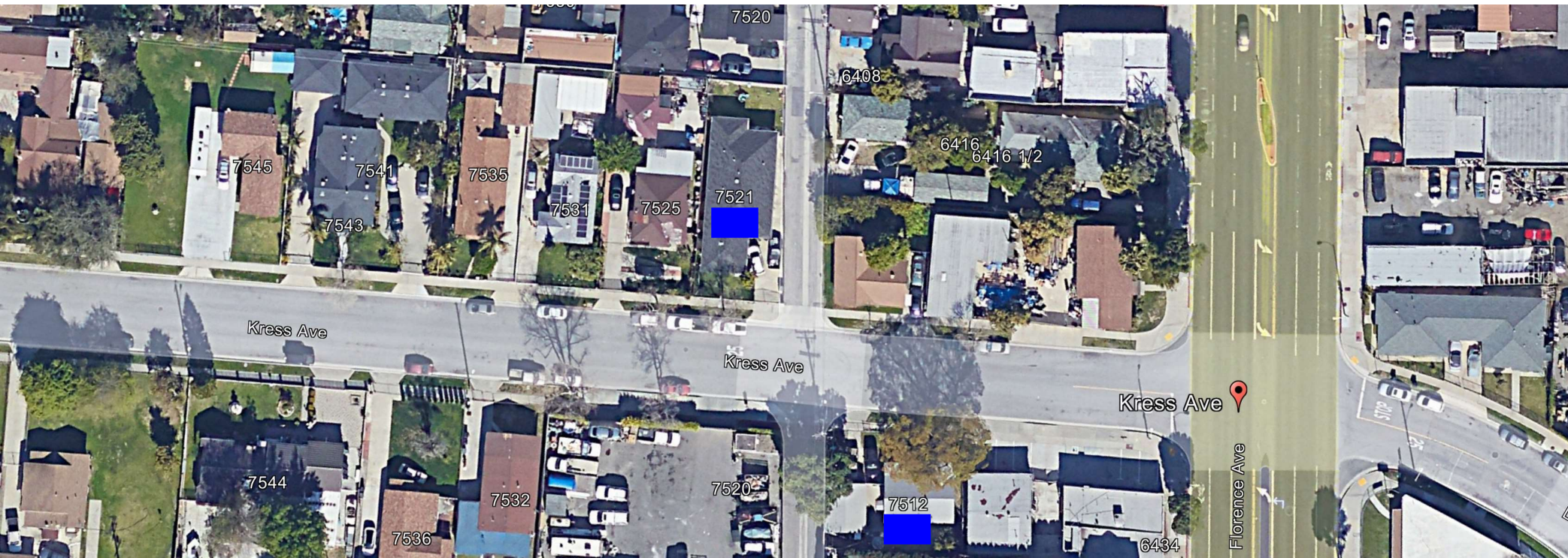
1. Total amount of properties along Kress Avenue = 27.
2. Total amount of industrial/commercial properties = 8
3. Total amount of single family properties = 13
4. Total amount of multi-family properties = 6

13 single family properties = 48% single family properties
27 total properties

Per the City of Bell Gardens Residential Permit Parking Policy below, Kress Avenue does not satisfy criteria (i)

(i) The proposed permitted parking district is at least three quarters, seventy-five percent (75%), single-family residential and includes whole blocks. For purposes of this section, "whole block" shall be defined as the entire portion of a street block from intersection to intersection. The proposed parking district shall also include both sides of a street, unless the City Traffic Engineer determines this to be impractical or undesirable.

■ Single Family
■ Multi-Family



Single Family



**CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT**

AGENDA REPORT

Item No. 3

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 SPEED HUMPS ON ALLEY W/O EASTERN AVE FROM CLARA STREET TO GOTHAM STREET

DATE: August 6, 2024

RECOMMENDATION:

It is staff's recommendation that the Traffic and Safety Commission deny and close out the citizen speed hump request.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request for installation of speed humps in the alley west of Eastern Avenue from Clara Street to Gotham Street in accordance with the City's Policy for the Installation/Removal of Speed Humps (Policy). The resident expressed concerns regarding speeding activity on this street segment. Exhibit 1 shows an aerial photo of the subject street block.

ANALYSIS OF REQUEST

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

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

- Local, residential street with one lane of travel in each direction.
- Roadway width is not more than 40 feet.

- There are no curves that would make it difficult for drivers to see the speed humps.
- Traffic volumes are between 500 and 3,500 vehicles per day.
- Posted speed limit/Prima facia speed limit of 25 miles per hour (MPH).
- Actual measured 85th percentile speeds greater than 25 MPH by 8 MPH or more.
- Speed humps shall not be installed on roadways with grades over 6 percent.
- Street is not a transit route or primary emergency response route.
- Citizen Support: Prior to the installation of speed humps, at least fifty-one (51%) percent of residents residing along the affected street should support the request (one vote per each legal address).

In response to the request, the City Engineer ordered traffic volume counts and a speed profile for the alley west of Eastern Avenue from Clara Street to Gotham Street. The purpose was to confirm the extent of reported speeding activity in the alley and review the traffic volume data needed to determine if the local street meets the Policy's requirements.

The alley is a north-south alley that does not meet the local residential street definition by providing one lane of travel in each direction with a prima facia speed limit of 15 MPH. The alley services residential properties on the west side and commercial properties on the east side. The alley is 20 feet wide from wall to wall. Typically, No parking is allowed in the alley. The approximate length of the alley from Clara Street to Gotham Street is approximately 700 feet. Exiting the alley is controlled per the requirements of the California Vehicle Code (CVC).

Staff obtained speed and vehicle counts as the alley may serve as a cut-through when traffic backs up on Clara Street during evening peak hour traffic.

The results of the average daily traffic volume counts over a four-day period show that the alley carries an average of 219 vehicles per day. The traffic volumes were recorded from June 27, 2024, to June 30, 2024. If the 85th percentile speed exceeds the posted speed limit by 8 MPH, this would indicate speeding activity. The recorded speed profile measurements for the combined directions of northbound and southbound alley indicate the 85th percentile speed is 19 MPH, which exceeds the prima facia speed limit by 4 MPH; therefore, it does not meet the City's speed hump policy speed criteria.

CONCLUSION:

After reviewing the Policy criteria and the collected traffic-related data, the City Engineer has determined the subject alley west of Eastern Avenue from Clara Street to Gotham Street does not meet the requirements to proceed with the next step in the consideration of the citizen speed hump request. In addition, the data does not support that the alley is being used as a cut-through during evening peak hours.

FISCAL IMPACT:

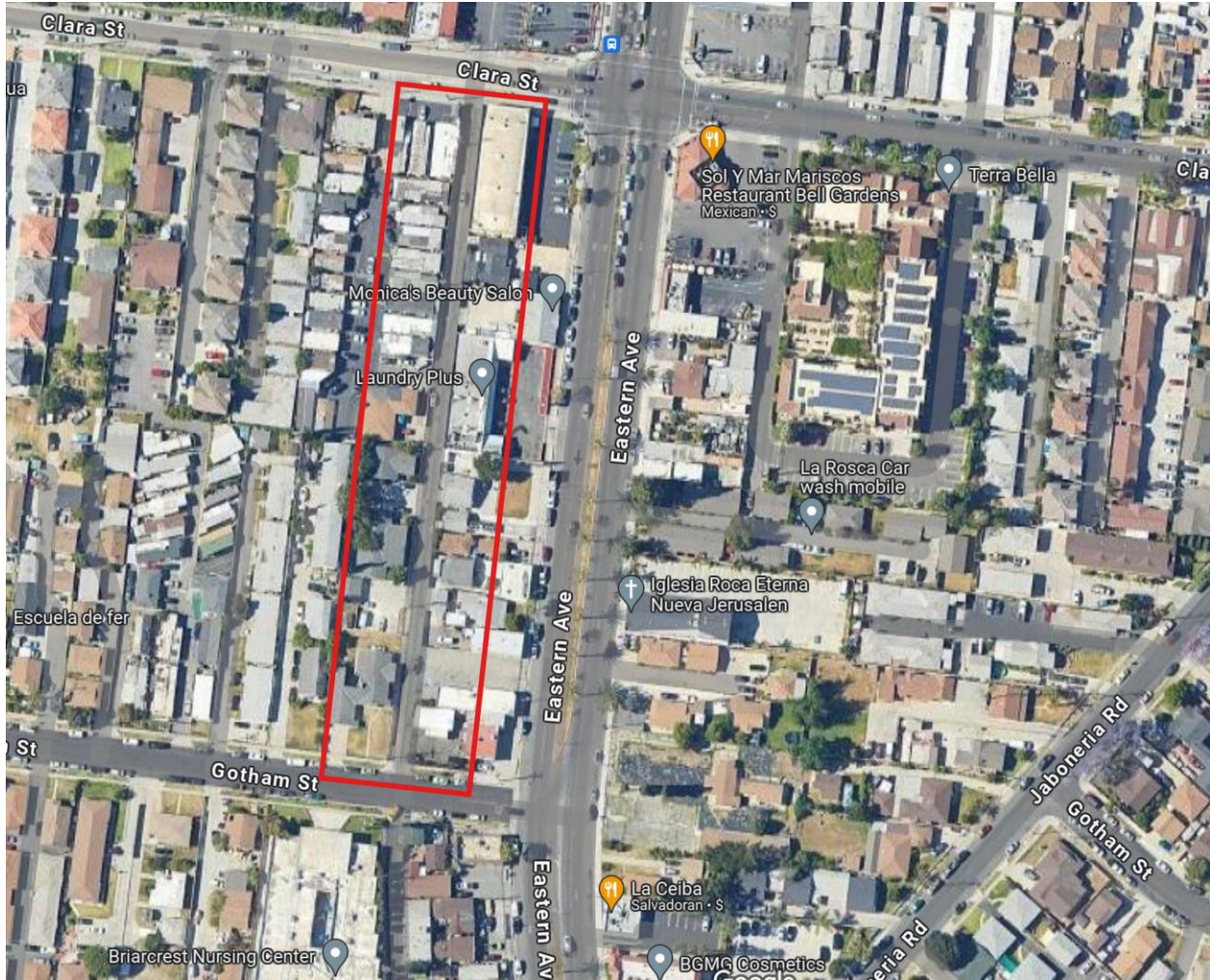
There is no fiscal impact.

ATTACHMENTS:

Exhibit 1 – Aerial Photo of Block (Alley west of Eastern Avenue from Clara Street to Gotham Street)

Exhibit 1

Aerial view of Alley west of Eastern Avenue from Clara Street to Gotham Street





**CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT**

AGENDA REPORT

Item No. 4

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 SPEED HUMPS ON DARWELL AVENUE FROM LOVELAND STREET TO LUBEC STREET
DATE: August 6, 2024

RECOMMENDATION:

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

1. Authorize staff to distribute a Speed Hump Survey Questionnaire to all residents fronting Darwell Avenue from Loveland Street to Lubec Street, requesting their confirmation of support or opposition of the proposed speed hump installation; and
2. If at least 51% resident support is obtained, approve for City Council consideration the installation of three (3) proposed speed humps on Darwell Avenue as shown in Exhibit 3; or, if less than 51% resident support is obtained, then deny and close out the citizen speed hump request.

BACKGROUND/DISCUSSION:

The Public Works Department received a signed Speed Hump Petition from residents requesting the installation of speed humps on Darwell Avenue from Loveland Street to Lubec Street in accordance with the City's Policy for the Installation/Removal of Speed Humps (Policy). The residents expressed concerns regarding speeding activity on this street segment. Exhibit 1 shows an aerial photo of the subject street block.

ANALYSIS OF REQUEST

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

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

- Local, residential street with one lane of travel in each direction.
- Roadway width is not more than 40 feet.
- There are no curves that would make it difficult for drivers to see the speed humps.
- Traffic volumes are between 500 and 3,500 vehicles per day.
- Posted speed limit/Prima facia speed limit of 25 miles per hour (MPH).
- Actual measured 85th percentile speeds greater than 25 MPH by 8 MPH or more.
- Speed humps shall not be installed on roadways with grades over 6 percent.
- Street is not a transit route or primary emergency response route.
- Citizen Support: Prior to the installation of speed humps, at least fifty-one (51%) percent of residents residing along the affected street should support the request (one vote per each legal address).

In response to the request, the City Engineer ordered traffic volume counts and a speed profile for Darwell Avenue from Loveland Street to Lubec Street. The purpose was to confirm the extent of reported speeding activity on Darwell Avenue and review the traffic volume data needed to determine if the local street meets the Policy's requirements.

Darwell Avenue is a north-south local residential street providing one lane of travel in each direction with a prima facia speed limit of 25 MPH. This block has single-family and multi-family homes on the west side of the street and the Edison right-of-way on the east side of the street. The roadway width is approximately 27 feet wide from curb to curb. Parking is allowed on the west side of the street. The approximate length of Darwell Avenue from Loveland Street to Lubec Street is approximately 1,240 feet. Darwell Avenue is 'Stop' controlled at both Loveland Street and Lubec Street.

The results of the average daily traffic volume counts over a four-day period show that Darwell Avenue carries an average of 1,450 vehicles per day. The traffic volumes were recorded from June 27, 2024, to June 30, 2024. If the 85th percentile speed exceeds the posted speed limit by 8 MPH, this would indicate speeding activity. The recorded speed profile measurements for the combined directions of northbound and southbound Darwell Avenue indicate the 85th percentile speed is 34 MPH, which exceeds the posted speed limit by 9 MPH; therefore, it meets the Policy's speed criteria.

CONCLUSION:

After reviewing the Policy criteria and the collected traffic-related data, the City Engineer has determined the subject block of Darwell Avenue meets the requirements to proceed with the next step in the consideration of the citizen speed hump request; which would include distribution of the Speed Hump Survey Questionnaire to all residents fronting Darwell Avenue from Loveland Street to Lubec Street.

FISCAL IMPACT:

If the necessary resident support is received based on the results of the Speed Hump Survey Questionnaire, and the City Council subsequently approves the request, the estimated cost for the installation of speed humps, signage, and pavement markings is approximately \$3,795, which is available in the current Street Maintenance Budget.

ATTACHMENTS:

Exhibit 1 – Aerial Photo of Block (Darwell Avenue from Loveland Street to Lubec Street)

Exhibit 2 – Proposed Approximate Locations of Speed Humps

Exhibit 1

Aerial view of Darwell Avenue from Loveland Street to Lubec Street



Exhibit 2

Proposed three Speed Humps on Darwell Avenue approximately 180 feet south of Loveland Street, and 180 feet north of Lubec Street – Spaced at approximately 450 feet.





**CITY OF BELL GARDENS
PUBLIC WORKS DEPARTMENT**

AGENDA REPORT

Item No. 5

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 SPEED HUMPS ON
EMIL AVENUE FROM FLORENCE AVENUE TO LIVE OAK STREET**
DATE: August 6, 2024

RECOMMENDATION:

It is staff's recommendation that the Traffic and Safety Commission deny and close out the citizen speed hump request.

BACKGROUND/DISCUSSION:

The Public Works Department received a signed Speed Hump Petition from residents requesting the installation of speed humps on Emil Avenue from Florence Avenue to Live Oak Street in accordance with the City's Policy for the Installation/Removal of Speed (Policy). The residents expressed concerns regarding speeding activity on this street segment. Exhibit 1 shows an aerial photo of the subject street block.

ANALYSIS OF REQUEST

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

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

- Local, residential street with one lane of travel in each direction.
- Roadway width is not more than 40 feet.
- There are no curves that would make it difficult for drivers to see the speed humps.

- Traffic volumes are between 500 and 3,500 vehicles per day.
- Posted speed limit/Prima facia speed limit of 25 miles per hour (MPH).
- Actual measured 85th percentile speeds greater than 25 MPH by 8 MPH or more.
- Speed humps shall not be installed on roadways with grades over 6 percent.
- Street is not a transit route or primary emergency response route.
- Citizen Support: Prior to the installation of speed humps, at least fifty-one (51%) percent of residents residing along the affected street should support the request (one vote per each legal address).

In response to the request, the City Engineer ordered traffic volume counts and a speed profile for Emil Avenue from Florence Avenue to Live Oak Street. The purpose was to confirm the extent of reported speeding activity on Emil Avenue and review the traffic volume data needed to determine if the local street meets the Policy's requirements.

Emil Avenue is a north-south local residential street providing one lane of travel in each direction with a prima facia and posted speed limit of 25 MPH. This block has single-family and multi-family homes on both sides of the street. The roadway width is approximately 40 feet wide from curb to curb. Parking is allowed on both sides of the street. The approximate length of Emil Avenue from Florence Avenue to Live Oak Street is approximately 640 feet. Emil Avenue is traffic signal controlled at Florence Avenue and 'Stop' controlled at Fry Street and Live Oak Street.

Emil Avenue near the intersection of Fry Street curves, but the existing stop signs control traffic on Emil Avenue and mitigate roadway curvature sight distance issues with potential speed humps.

The results of the average daily traffic volume count over a four-day period show that Emil Avenue carries an average of 1,078 vehicles per day. The traffic volumes were recorded from July 18, 2024, to July 21, 2024. If the 85th percentile speed exceeds the posted speed limit by 8 MPH, this would indicate speeding activity. The recorded speed profile measurements for the combined directions of northbound and southbound Emil Avenue indicate the 85th percentile speed is 24 MPH, which does not exceed the prima facia and posted speed limit; therefore, it does not meet the City's speed hump policy speed criteria.

CONCLUSION:

After reviewing the Policy criteria and the collected traffic-related data, the City Engineer has determined the subject blocks of Emil Avenue does not meet the requirements to proceed with the next step in the consideration of the citizen speed hump request.

FISCAL IMPACT:

There is no fiscal impact at this time.

ATTACHMENTS:

Exhibit 1 – Aerial Photo of Block (Emil Avenue from Florence Avenue to Live Oak Street)

Exhibit 1

Aerial view of Emil Avenue from Florence Avenue to Live Oak Street

