



A G E N D A

GLENDALE TRANSPORTATION AND PARKING COMMISSION

COUNCIL CHAMBERS

613 E. Broadway, 2nd Floor

Glendale, CA 91206

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JULY 22, 2024 AT 6:00 PM

1. REGULAR BUSINESS AGENDA

- a. Roll Call
- b. Flag Salute –

2. POSTING OF THE AGENDA

The agenda for the July 22, 2024 special meeting of the Glendale Special Transportation and Parking Commission was posted by Thursday, July 18, 2024, before 5:00 p.m. on the bulletin board outside of City Hall.

3. APPROVAL OF MINUTES

- a. Minutes of the Transportation and Parking Commission meeting on April 22, 2024**

4. PRESENTATION

5. CONSENT ITEM

6. ACTION ITEM

a. Traffic Calming at Adams Street and Scofield Drive

- 1. Motion Approving the Installation of All-Way Stop Controls at the Adams Street and Scofield Drive Intersection.

b. Traffic Calming at Salem Street between Chester Street and Kenilworth Avenue

- 1. Motion Approving Installation of Two Speed Humps on Salem Street between Chester Street and Kenilworth Avenue.

c. Selection of Ex Officio Non-Voting Student Members of the Transportation and Parking Commission

- 1. Motion approving the appointment of Eric Eubank as ex officio student commissioner of the Transportation and Parking Commission for the term commencing November 21, 2023, through November 20, 2024, or until the Commission has appointed two ex officio student commissioners to one-year terms beginning in 2024, whichever occurs sooner.
- 2. Resolution Adopting Procedures, Standards, and Rules for the Appointment of ex officio non-voting student members to the Transportation and Parking Commission.
- 3. Motion selecting two voting members of the Transportation and Parking Commission to serve as an ad hoc Student Member Selection Committee (Selection Committee) to screen applicants, select and interview qualified candidates, and recommend to the Commission appointment of two ex officio non-voting student members.

7. INFORMATIONAL REPORT

8. ORAL COMMUNICATION

Discussion is limited to items NOT a part of this agenda. Each speaker is allowed five minutes. The Commission may question the speaker but there will be no debate or decision.

9. COMMISSIONS/STAFF COMMENTS/UPDATES

10. ADJOURNMENT

**Minutes
Transportation & Parking Commission
July 22, 2024**

Date: Monday, July 22, 2024
Time: 6:00 p.m.
Location: Council Chambers
613 East Broadway, Glendale, CA 91206

The meeting of the Glendale Transportation and Parking Commission (TPC) of Monday, July 22, 2024, was called to order at 6:04 p.m.

1. Regular Business Agenda

- a. Roll Call-All commissioners present except student commissioner Eubank
- b. Flag Salute-led by Chairperson Bonstin

2. Posting of the Agenda

The agenda for the July 22, 2024, meeting of the Glendale Transportation and Parking Commission was posted by Thursday July 18, 2024, before 5:00 p.m. on the bulletin board outside of City Hall.

3. Approval of Minutes

- a. Minutes of the Special Transportation and Parking Commission meeting on April 22, 2024

Motion to approve the meeting minutes of April 22, 2024.

Moved: Avagyan

Seconded: Bonstin

Vote as follows

Ayes: Bonstin, Lester, Ordubegian, Avagyan, Amirian

Noes: None

Absent: None

Abstain: None

4. Presentations

- a. There were no presentations for this meeting.

9. Commission's/Staff Comments/Updates

Commissioner Avagyan mentioned that she attended the American Armenian Museum Community Member Briefing where the construction company provided update on the construction schedule and progress. She thanked the board members and director for their work. In addition, she went to the annual Glendale Cruize Night on Brand blvd and thanked the organizers, volunteers, and participants.

Commissioner Amirian inquired information about process, procedures and decision making of changing the posted "No Parking Sign", especially on Brand blvd. In addition, he voiced concerns about properly notifying the public about the sign change before citation is issued to the residents. He requested an update on the N. Brand Quick Build Demonstration project for the bike lane.

Chairperson Bonstin suggested the outreach for the Student Member Selection Committee to be done in the library, social media, and other commission.

Daniel Hernandez announced the selection or reappointment of a chairperson will be agendized on the next month's meeting.

10. Adjournment – 8:17PM

Moved: Amirian Seconded: Bonstin



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE TRANSPORTATION AND PARKING COMMISSION**

AGENDA ITEM

Report: Report regarding installation of all-way stop controls at the Adams Street and Scofield Drive intersection.

1. Motion Approving the Installation of All-Way Stop Controls at the Adams Street and Scofield Drive Intersection.

COMMISSION/COMMITTEE ACTION

Item Type: Action Item

Approved for July 22, 2024 **calendar**

ADMINISTRATIVE ACTION

Submitted by:

Daniel Hernandez, Interim Director of Public Works

Prepared by:

Carlos Cortez, Civil Engineering Assistant

Reviewed by:

Pastor Casanova, T.E., Principal Traffic Engineer

Sarkis Oganessian, P.E., Deputy Director of Public Works/City Engineer

Aaron Israel, Sr. Assistant City Attorney

RECOMMENDATION

Pass the attached motion approving the installation of all-way stop controls at the Adams Street and Scofield Drive intersection, as conceptually illustrated on Exhibit A. Adams Street and Scofield Drive satisfies the requisite criteria for the installation of all-way stop controls, set forth in the 2023 Neighborhood Traffic Calming Program.

BACKGROUND/ANALYSIS

Background

Staff received requests from residents on Adams Street to implement traffic calming measures on the 1200 block of Adams Street to address concerns of excessive travel speeds in the residential area.

Analysis

As prescribed in the City's adopted 2023 Neighborhood Traffic Calming Program, staff conducted a screening evaluation to determine if the requested street qualifies for traffic calming. Adams Street is a community collector street, within a residential district, and qualifies for traffic calming measures; thus, an engineering study was conducted to evaluate the use of speed humps or speed lumps as a traffic calming measure.

This segment of Adams Street did not satisfy the traffic calming implementation criteria for speed humps because the block lengths are less than 500 feet in length and the street is identified as a Primary Emergency Response Route. Staff reached out to Glendale Fire Department (GFD) regarding potential installation of speed lumps, designed to accommodate emergency vehicles; however, the GFD recommended against the installation of speed lumps due to impacts on emergency vehicle response and the limited availability of alternate routes. A summary of the speed hump criteria and findings are shown in Table 1.

TABLE 1: Speed Hump Criteria

Criteria	Guideline	Prevailing Condition	Satisfied (Yes)
Travel Lane	One travel lane per direction or One-way, Two lanes	One/lane/dir	Yes
Residential District	Street must be located in Residence District	Residential	Yes

Street Classification	Local Street, Neighborhood Collector, Community Collector	Local Street	Yes
Posted Speed Limit	25 MPH	25 MPH	Yes
Block Length	Minimum 500 ft between intersection blocks	Below 500 ft	No
85 th Percentile	30 MPH or greater	30 MPH	Yes
Daily Volume	1,000-10,000 ADT	1,025	Yes
Truck or Transit Route	Cannot be installed	Not a Truck Route	Yes
Primary Emergency Response Route	Cannot be installed	Primary Emergency Response Route	No

The 2023 Neighborhood Traffic Calming Program includes consideration of all-way stop controls as an additional traffic calming measure. Staff conducted an engineering study using the criteria outlined in the Program guidelines to evaluate the intersection for all-way stop controls and found that this street segment satisfies the criteria.

Furthermore, sufficient neighborhood support for the implementation of all-way stop controls has been demonstrated via the petition process. A petition that was circulated by a community member indicates that 76.7 percent (33 of 43) of the residences on the affected segment of Adams Street are in favor of the installation of all-way stop controls. Staff has notified the residents of this TPC meeting and has invited them to attend the meeting to provide input directly. Table 2 provides a summary of the all-way stop criteria that was met. As a result, staff recommends that the all-way stop controls be installed.

The installation of all-way stop controls is expected to result in the loss of three (3) parking spaces to accommodate standard red curb zones in advance of the stop signs, as illustrated in Exhibit A.

Should the TPC pass the attached motion, any resident(s) not in agreement with the decision of the TPC may appeal to the City Council by filing a written notice of appeal with the City Clerk no later than fifteen (15) days after the said decision, and follow the appeal procedure set forth in Chapter 2.88 of the Glendale Municipal Code.

TABLE 2: All-Way Stop Criteria

Criteria	Guideline	Prevailing Condition	Satisfied (Yes)
Stop Sign Pattern	Distance between controls meet or exceed Distance Threshold (1500ft)	Exceeds Distance Threshold (1910 ft)	Yes
Collision History	3 collisions in a single 12-month period within most recent 2 years	3 collisions recorded in 12-month period	Yes
Excessive Speeds	85 th percentile speed meets or exceeds Speed Threshold (30 MPH)	34 MPH	Yes
Support via Petition	75%	76.7%	Yes

To balance mobility, emergency response, and traffic calming, staff typically recommends installation of traffic calming measures only when the appropriate criteria are satisfied. In this case, speed humps did not qualify, however, all-way stop controls will provide traffic calming features while balancing mobility and emergency response. Should the TPC recommend against their installation, other situation-appropriate tools at staff's disposal are limited to the following:

1. Provide selective speed enforcement by the Police Department.

FISCAL IMPACT

Based on previous all-way stop construction projects, the engineer's cost estimate for constructing the all-way stop on Adams Street is approximately \$5,000. The funding for

multi-way stop installation is budgeted under the General Fund, Account Number 43110-1010-PWD-7515 (Traffic Engineering Contractual Services).

ALTERNATIVES

Alternative 1: Approve any other alternative(s) outlined in the report.

Alternative 2: Do not approve any traffic-calming measures at the Adams Street and Scofield Drive intersection at this time.

EXHIBITS

Exhibit A – Site Plan of the Proposed All-Way Stop Sign Controls on Adams Street and Scofield Drive

MOTION

Moved by Commissioner _____, seconded by
Commissioner _____, that the Transportation
& Parking Commission hereby approves the installation of all-way stop sign controls on
Adams Street and Scofield Drive, as set forth in the report of the Interim Director of
Public Works dated July 22, 2024.

Votes as follows:

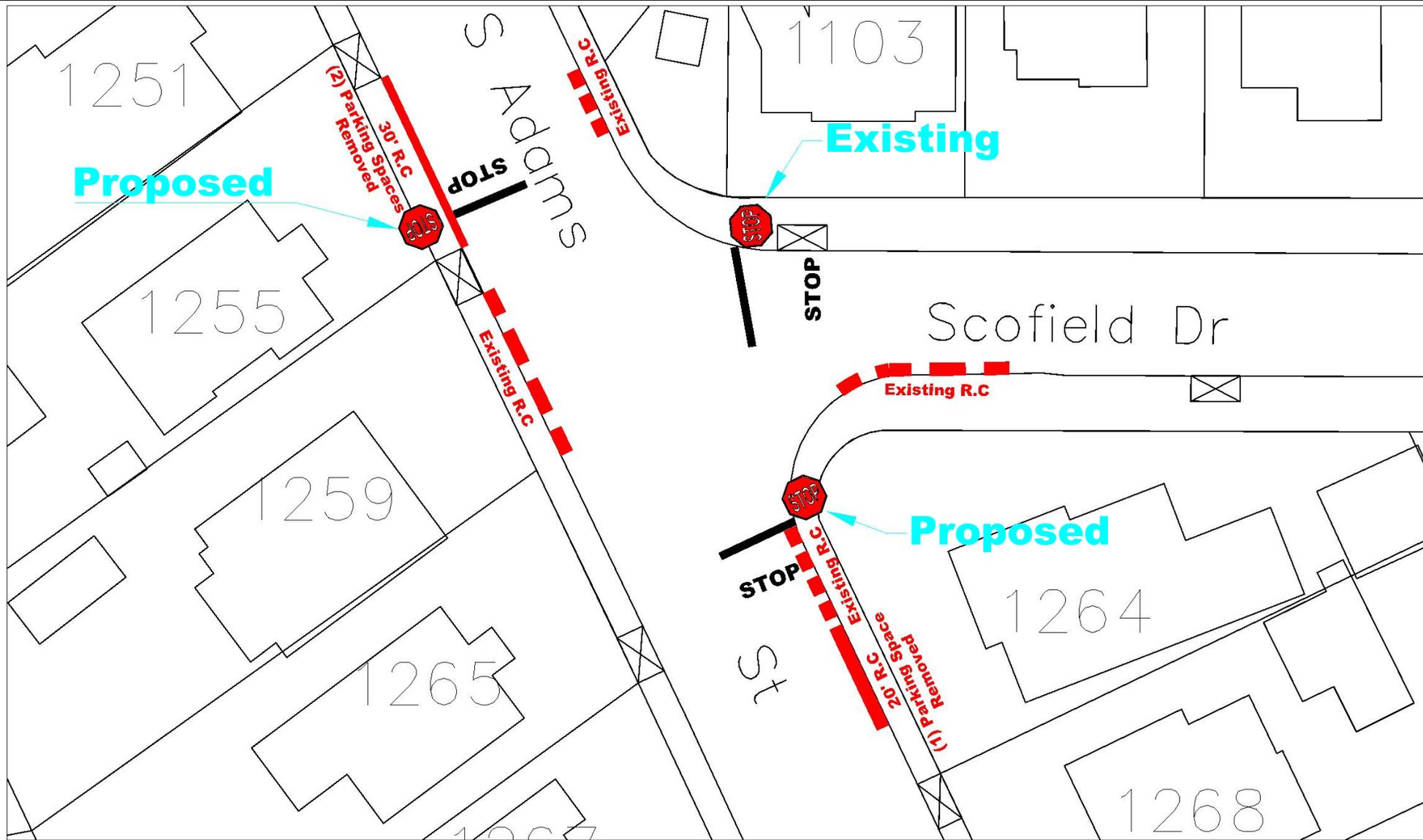
Ayes:

Noes:

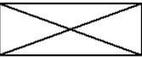
Abstain:

Absent:

Chairperson



Legend: Stop Sign - 

Driveway - 

Red Curb - 

THIS SEGMENT OF ADAMS ST AND SCOFIELD DR, WILL HAVE A LOSS OF 3 PARKING SPACES

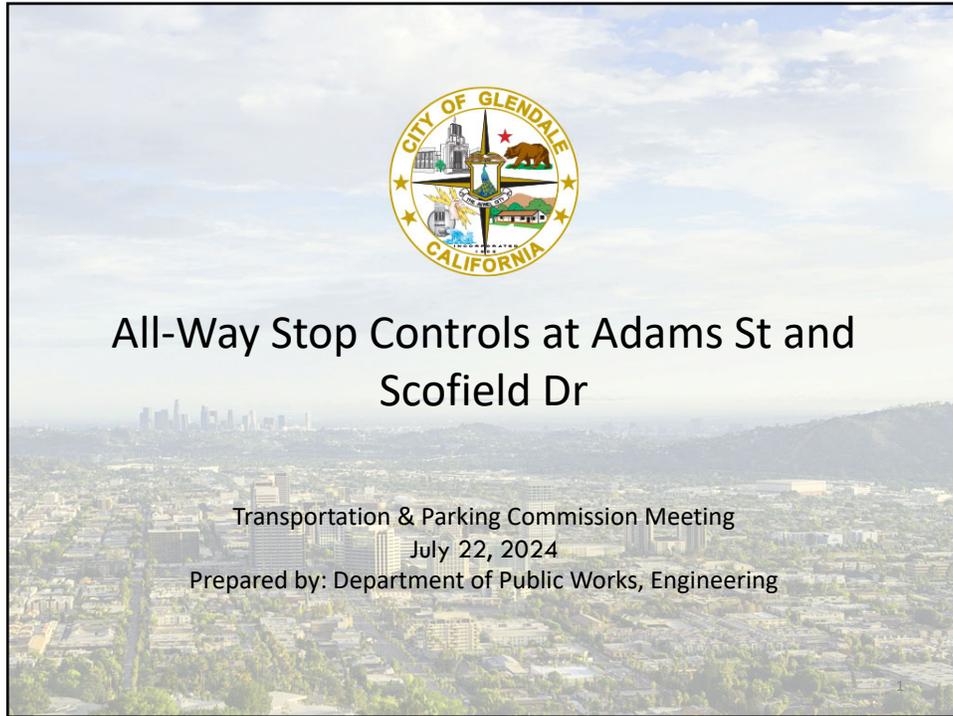
DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO CHANGE
 THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY, AND IS NOT INTENDED TO BE USED AS SUCH, THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION AND DATA OBTAINED FROM VARIOUS SOURCES, INCLUDING THE CITY OF GLENDALE WHICH IS NOT RESPONSIBLE FOR ITS ACCURACY OR TIMELINESS.

Location: Adams Street and Scofield Drive

Request: To install - All-Way Stop Sign

**Exhibit
A**


Scale: N.T.S.



1

Request for Traffic Calming Measures on:

- ◆ Adams Street
- ◆ Concern about high-speed traffic and speeding beyond posted speed limit

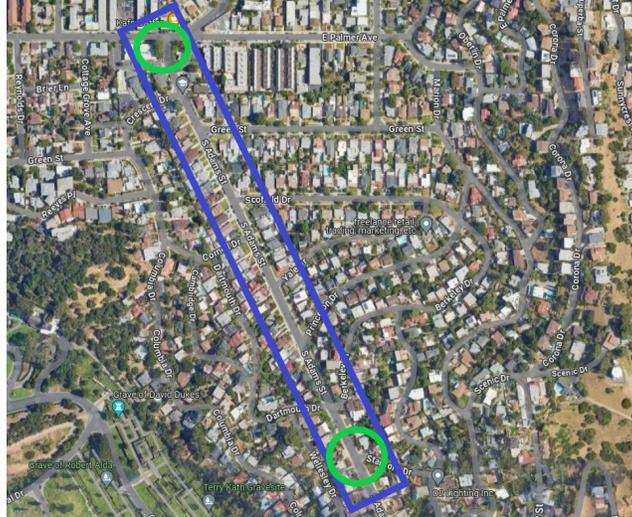


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Vicinity Map

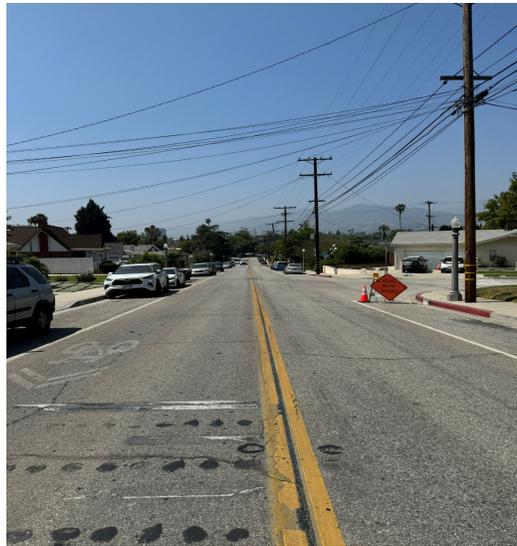
Adams St – Palmer Ave to Stanford Dr



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3

Street View: Adams St - Northbound



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Street View: Adams St - Southbound



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Traffic Calming Guidelines

Screening Evaluation

Neighborhood Traffic Calming Program procedures:

- Screening Evaluation
 - Street Classification
 - Local Street, Neighborhood/Community Collector? YES
 - Residential Zone? - YES



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Engineering Analysis

As prescribed in the City’s adopted 2023 Neighborhood Traffic Calming Program, staff conducted the following studies:

- ◆ Conducted 24-Hour Traffic Speed Counts & Volume Counts
- ◆ Field Investigation
- ◆ Applied Traffic Calming criteria/guidelines for Speed Humps & All-Way Stop Controls



Traffic Calming Guidelines – Adams Street between Palmer Avenue and Stanford Drive

Speed Hump Evaluation

Criteria	Guideline	Prevailing Condition	Satisfied
Travel Lane	One Travel Lane per Direction	One/lane/dir	YES
Residential District	Street must be located in Residence District	Residential	YES
Street Classification	Local Street or Neighborhood / Community Collector	Community Collector	YES
Posted Speed Limit	25 MPH	25 MPH	YES
Block Length	500ft between intersections	Below 500ft	NO
85 th Percentile Speed	30 MPH or greater	Exceeds 30 MPH	YES
Daily Volume	1,000 – 10,000 ADT	1,025	YES
Truck or Transit Route	Cannot be installed	No Transit Stops	YES
Primary Fire Response Route	Cannot install	Emerg. Resp. Route	NO
Street Width	40 feet maximum for speed humps	36 feet	YES



Traffic Calming Guidelines - Adams St and Scofield Dr

All Way Stop Evaluation

Criteria	Guideline	Prevailing Condition	Satisfied
Stop Sign Pattern	Distance between traffic controls meet or exceed distance threshold (1500 ft)	Exceeds distance threshold (1910 Ft)	YES
Collision History	Meets or exceeds 3 collisions in a single 12-month period within most recent 2 years	Meets 3 collisions recorded in 12-month period	YES
Excessive Speeds	85 th percentile speed meets or exceeds speed threshold (30 mph)	Exceeds 30 mph – (34 mph)	YES

Community Support

- Petition Package sent to Adams Hill Neighborhood Association representative
- 33 (out of 43) resident signed petition

Support via Petition	Meets/Exceeds 75%	Exceeds 75%	Yes
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Recommendation

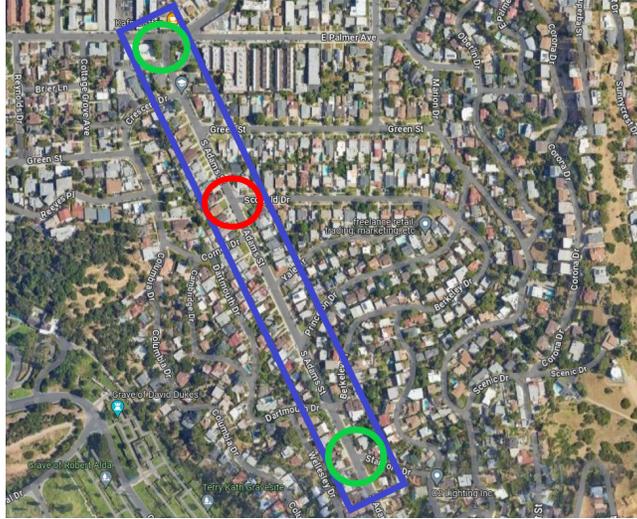
- Adams Street qualified for traffic calming measures
- Did not qualify for speed humps
- Met criteria for all-way stop controls at the intersection of Adams St and Scofield Dr
- Community supports installation of all-way stop at Adams St and Scofield Dr (76.7% Support)
- Recommendation is to install all-way stop controls on Adams St and Scofield Drive.



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Vicinity Map

Adams St and Scofield Dr

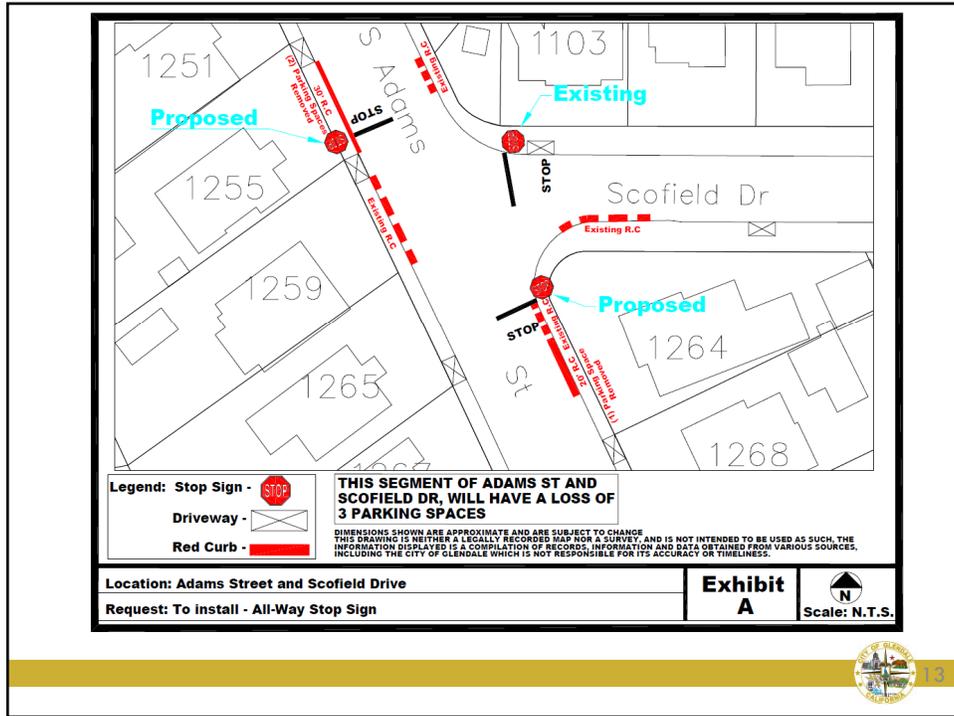


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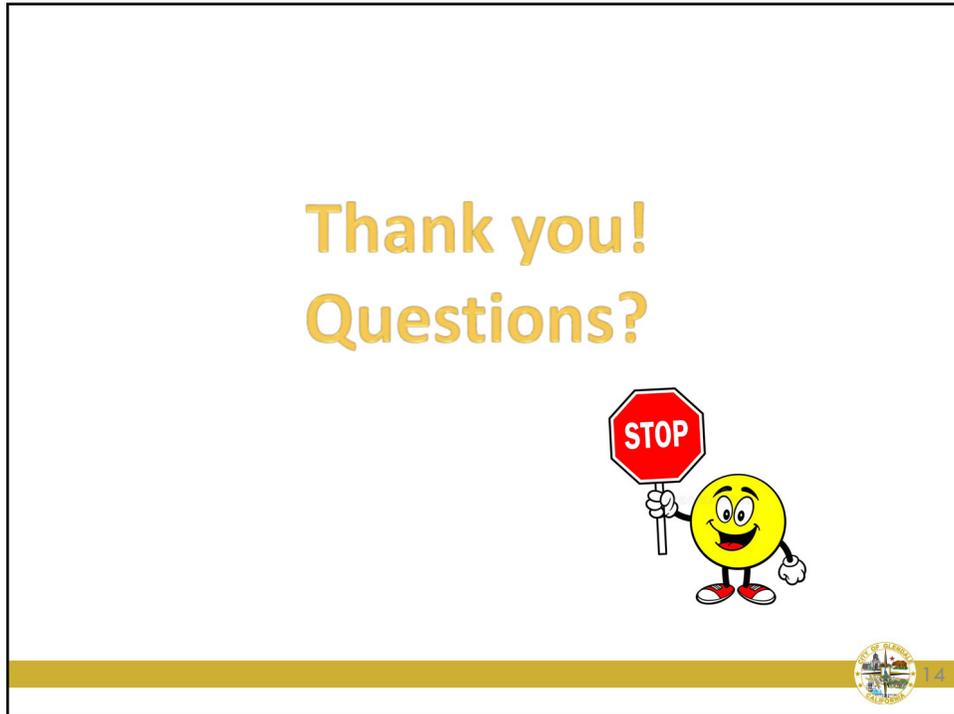
Street View: Scofield Dr – Existing Stop Sign



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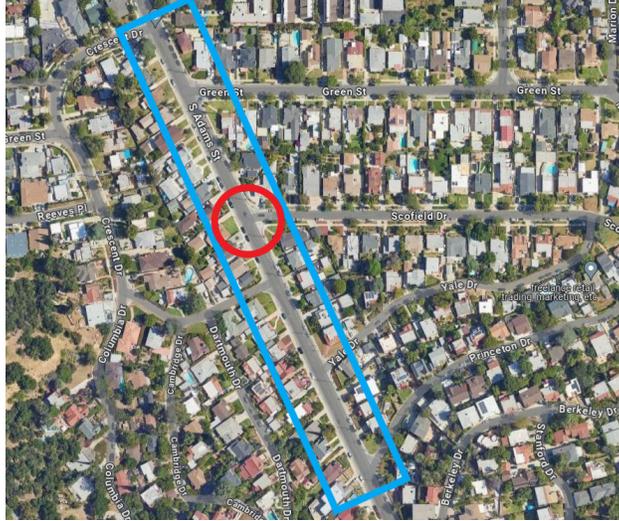
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Vicinity Map

Adams St and Scofield Dr



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From: [Steven Perkins](#)
To: [Casanova, Pastor](#); [Cortez, Carlos](#)
Subject: Proposed Installation of All-Way Stop Controls at Adams St and Scofield Drive
Date: Thursday, July 18, 2024 2:47:22 PM

Some people who received this message don't often get email from smperkins9999@gmail.com. [Learn why this is important](#)

CAUTION: This email was delivered from the Internet. Do not click links, open attachments, or reply if you are unsure as to the sender.

Hello,

I am a resident on Adams St, and also a safety professional. I can't attend the TPC meeting on Monday 7/22 but wanted to share my comments on the proposed measure referenced in the subject header above.

The severity and frequency with which vehicles speed up and down this portion of Adams St (often going well in excess of 50 mph and passing other vehicles on the wrong side) poses a significant public safety concern, which could result in a serious injury or fatality to pedestrians or other drivers. So I am strongly in favor of the installation of any traffic calming measures, with preference to engineering controls (traffic roundabouts or speed humps) but also welcoming of administrative controls such as stop signs.

In the recent past, attempts to install any traffic calming devices have been met with opposition by a small minority of residents, with the chief complaint seeming to be loss of on-street parking spaces. Hopefully the proposed loss of only 3 such spaces will appeal to the reasonableness of these residents. But it must be said: all of the affected residences around the intersection of S Adams St. and Scofield Dr. have driveways where their vehicles can be parked. And even if that option did not exist (which it does), my experience with on-street parking along this stretch of S Adams St is that it is almost always available.

The bottom line is: any minor inconvenience in the loss of a few on-street spaces is far outweighed by the significant public safety issue caused by reckless speeding.

Thank you for your time and for consideration of my comments.

Steven Perkins
1323 S Adams St.

**City of Glendale, California
Public Works Engineering**

Proposed Installation of All-Way Stop Controls at Adams Street and Scofield Drive

Dear Carlos Cortez or to Whom it may concern,

My name is Lusine Babakhanyan and I reside at 1255 S. Adams Street, Glendale, CA 91205. I do not support the installation of all-way stop controls at Adams Street and Scofield Drive as a traffic calming measure as this will affect my resident area. Putting the stop sign will not help the residents to witness drivers who speed due to the fact that rapid stopping will cause more harm on the residents or on the driver. Also, the traffic that would take place near my house due to the stop sign will delay leaving my house and going to work. Being on time for work is very essential to me and I cannot take any risks or chances of being late to my work. As we know our city is already jammed with traffic. Once again, entering the driveway and also coming out of the driveway because of the stop sign will cause unnecessary stress to my health and also my family. Please reconsider this project as I do not support the installation. Thank you.

Sincerely,
Lusine Babakhanyan

(818) 731-5880

Rafik B. 
Roman B.
Greta Pel.