



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Appeal of Transportation and Parking Commission Decision Regarding Installation of All-way Stop Controls at the Adams Street and Scofield Drive Intersection

1. Motion setting the matter for a public hearing; or, in the alternative,
2. Motion ordering the Transportation and Parking Commission to rehear the matter; or, in the alternative,
3. Motion dismissing the appeal forthwith.

COUNCIL ACTION

Item Type: Action Item

Approved for October 22, 2024 **calendar**

EXECUTIVE SUMMARY

On July 22, 2024, the Engineering Division of the Public Works Department presented a report to the Transportation and Parking Commission (TPC), recommending installation of all-way stop controls at the South Adams Street and Scofield Drive intersection, as requested by residents near the 1200 block of Adams Street, having satisfied all requisite criteria for installation set forth in the 2023 Neighborhood Traffic Calming Program. The action was moved, and the motion seconded. Two commissioners voted "yes"; two commissioners voted "no"; and one commissioner abstained. Having failed to garner three affirmative votes, the motion did not pass. On August 6, 2024, the director of Public Works filed a written notice of appeal. The purpose of this item is for the City Council to decide whether to set a public hearing on the appeal, order the TPC to rehear this matter, or dismiss the appeal.

RECOMMENDATION

Staff recommends that the City Council pass a motion finding that the facts stated in the notice of appeal constitute a matter of sufficient substantiality to warrant a hearing in the public interest, and set a time for the hearing.

ANALYSIS

As prescribed in the City's adopted 2023 Neighborhood Traffic Calming Program, staff conducted a screening evaluation to determine if the Adams Street and Scofield Drive intersection qualifies for traffic calming measures. Adams Street is a community collector street, within a residential district, and qualifies for traffic calming measures; thus, an

engineering study was first conducted to evaluate the use of speed humps or speed lumps.

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 consulted with the Glendale Fire Department (GFD) regarding potential installation of speed lumps (in the alternative to speed humps), designed to accommodate emergency vehicles; however, 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 | Community Collector | 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 | 34 MPH | Yes |
| Daily Volume | 1,000-10,000 ADT | 6,242 | 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 |

In the alternative to speed humps or speed lumps, the 2023 Neighborhood Traffic Calming Program includes consideration of all-way stop controls as a potential traffic calming measure. Staff conducted an engineering study using the criteria outlined in the Program to evaluate the intersection for all-way stop controls and found that this street segment satisfies the criteria.

Furthermore, the neighborhood has shown support for the implementation of all-way stop controls, as determined by the petition process. A petition circulated by a community member received support from 76.7 percent (33 of 43) of the residences on the affected segment of Adams Street. The installation of all-way stop controls are expected to result in the loss of three parking spaces to accommodate standard red curb zones in advance of the stop signs, as illustrated in Exhibit A.

Table 2 provides a summary of the all-way stop criteria that was met.

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 |

Having satisfied all implementation criteria, the Department recommended that the Transportation and Parking Commission pass a motion approving the all-way stop controls at its public meeting on July 22, 2024. The action was moved, and the motion seconded; however, the motion narrowly failed to pass with two commissioners voting “yes,” two commissioners voting “no,” and one commissioner abstaining.

On August 6, 2024, the director of Public Works filed a written notice of appeal (Exhibit B) of the Transportation and Parking Commission’s decision. On September 30, 2024, the Department transmitted a written report from the director submitting the appeal to the

City Manager to review and bring before the City Council. Staff recommends that the Council set this matter for a hearing on the merits because, as the notice of appeal explains more fully, the proposed all-way stop controls satisfy implementation criteria, and because the “no” votes and abstention were unwarranted.

STAKEHOLDERS/OUTREACH

To advance the proposed traffic calming measures, Department policy requires that a community-led petition be circulated among dwelling units on the affected street within 500 feet of the proposed stop controls; if mid-block, the 500-foot threshold is extended to the next cross street. On South Adams Street, 44 dwelling units are affected by the proposed all-way stop. Under the Traffic Calming Program, an adult residing at 75% or more of the affected dwelling units must sign the petition. The petition received support from 76.7% of the affected dwelling units.

Additionally, the president of the Adams Hill Neighborhood Association (AHNA), which has a membership of 126, testified before the Transportation and Parking Commission that AHNA circulated emails among its membership and posted on its Facebook page regarding the proposed all-way stop. Another AHNA member testified, telephonically, that she canvassed the east side of South Adams Street, Yale Drive, Green Street, Princeton Drive, Oberlin Drive, East Palmer Avenue, Tyler Street, and Scofield Drive, and delivered to AHNA a petition bearing the signatures of people who support traffic calming measures on South Adams Street.

FISCAL IMPACT

The all-way stop controls at Adams Street and Scofield Drive will cost approximately \$5,000. The Public Works Engineering budget can absorb this cost; therefore, the Department would not request a new appropriation. The funding is outlined below:

| Existing Appropriation | | |
|------------------------|---------------------------|----------------|
| Amount | Account String | Funding Source |
| \$5,000 | 43110-1010-PWD-7515-P0000 | General Fund |

ENVIRONMENTAL REVIEW (CEQA/NEPA)

The proposed all-way stop controls are improvements that are categorically exempt pursuant to CEQA guidelines, Title 15, Chapter 3, California Code of Regulations, Section 15301 (Class 1-Minor Alterations of Existing Public Facilities).

CAMPAIGN DISCLOSURE

This item is exempt from campaign disclosure requirements.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Pass a motion ordering the Transportation and Parking Commission to rehear this matter.

Alternative 2: Pass a motion dismissing the appeal forthwith, in which case the decision of the Transportation and Parking Commission shall become final.

ADMINISTRATIVE ACTION

Submitted by:

Daniel Hernandez, Interim Director of Public Works

Prepared by:

Carlos Cortez, Civil Engineering Assistant

Approved by:

Roubik Golanian, P.E., City Manager

EXHIBITS/ATTACHMENTS

Exhibit A – All Way Stop Design Plans for Adams Street and Scofield Drive

Exhibit B – Notice of Appeal of Transportation and Parking Commission Decision

Exhibit C – Written Report