



## CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

### AGENDA ITEM

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

1. Motion reversing the decision of the Transportation and Parking Commission, and approving the installation of all-way stop controls; or, in the alternative,
2. Motion affirming the decision of the Transportation and Parking Commission, and denying the installation of all-way stop controls; or, in the alternative,
3. Motion referring the matter back to the Transportation and Parking Commission, with directions, for further consideration; or, in the alternative,

### COUNCIL ACTION

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**Item Type:** Public Hearing

**Approved for** November 19, 2024 **calendar**

### EXECUTIVE SUMMARY

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On July 22, 2024, the Public Works Engineering Division presented a report to the Transportation and Parking Commission, 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. Two commissioners voted "yes"; two commissioners voted "no"; and one commissioner abstained. Having failed to garner three affirmative votes, the motion did not pass.

The Adams Street and Scofield Drive intersection satisfies all requisite criteria for installation of all-way stop controls set forth in the 2023 Neighborhood Traffic Calming Program. On August 6, 2024, the Director of Public Works filed a written notice of appeal of the Transportation and Parking Commission's decision. On November 5, 2024, the City Council unanimously passed a motion finding that the facts stated in the Director's notice of appeal constitute a matter of sufficient substantiality to warrant a hearing in the public interest and set the hearing for November 19, 2024.

### RECOMMENDATION

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That the City Council reverse the decision of the Transportation and Parking Commission and approve the installation of all-way stop controls at the intersection of South Adams Street and Scofield Drive.

**{{section.number}}b**  
**24-86970**

## ANALYSIS

As prescribed in the City's 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.

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 <sup>th</sup> 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
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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 C.

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 <sup>th</sup> 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.

On October 22, 2024, the City Manager brought the Director's written notice of appeal before the City Council for its determination whether to set the matter for a public hearing, order the Transportation and Parking Commission to rehear the matter, or dismiss the appeal. The City Council carried over its determination to its regular meeting of November 5, 2024.

On November 5, 2024, the City Council unanimously passed a motion finding that the facts stated in the Director's notice of appeal constitute a matter of sufficient substantiality to warrant a hearing in the public interest, and set the hearing for November 1, 2024.

### **STAKEHOLDERS/OUTREACH**

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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, 43 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**

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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)**

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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**

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This item is exempt from campaign disclosure requirements.

### **ALTERNATIVES TO STAFF RECOMMENDATION**

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Alternative 1: Pass a motion affirming the decision of the Transportation and Parking Commission, and denying the installation of all-way stop controls.

Alternative 2: Pass a motion referring the matter back to the Transportation and Parking Commission, with directions, for further consideration.

### **ADMINISTRATIVE ACTION**

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**Submitted by:**

Daniel Hernandez, Director of Public Works

**Prepared by:**

Carlos Cortez, Civil Engineering Assistant

**Approved by:**

Roubik R. Golanian, P.E., City Manager

### **EXHIBITS/ATTACHMENTS**

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Exhibit A – Written Report of Director

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

Exhibit C – Record on Appeal (TPC Agenda, Minutes, Staff Report, PowerPoint Presentation, and Public Comments)