



**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:

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Prepared by:

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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