



Vehicle Traffic Issues on Sonora Avenue

Virtual Community Meeting
March 30, 2022

Prepared by: Department of Public Works

Youtube Link: <https://www.glendaleca.gov/sonoramtg>

Public comment: (818) 937-8100

Presentation Outline

- Project Background
- Location and Existing Conditions
- Engineering Studies Conducted
- State and Local Standards
- Study Findings
- Alternatives for Consideration



Background:

➤ Community Request

- Speeding and Pedestrian/Bicyclist Safety
- Traffic Signal Control
- Traffic Calming - Sonora Ave. between Lake St. and Garden St.

➤ Staff Actions

- Performed Traffic Engineering Studies
- Reviewed findings
- Identified potential alternatives

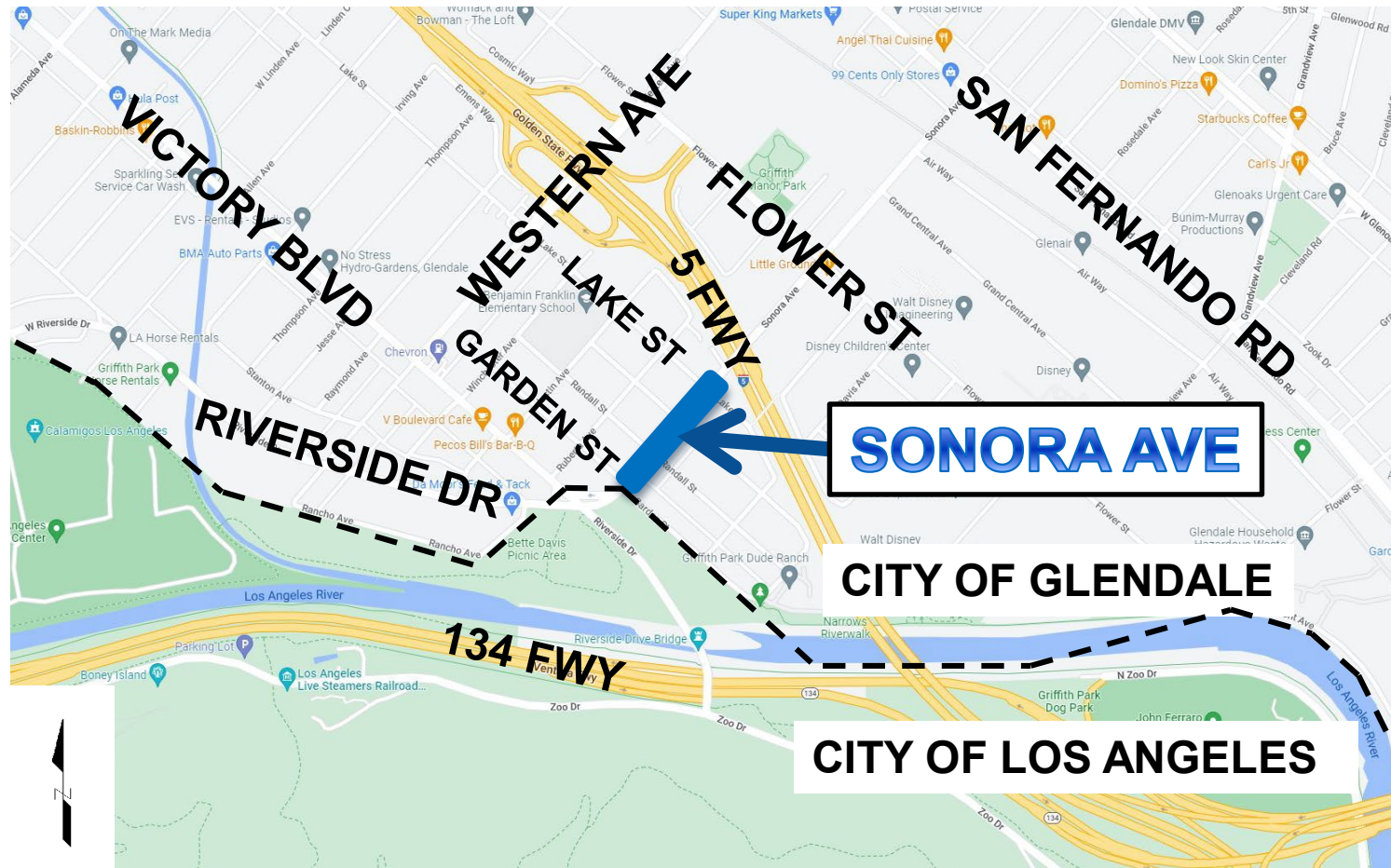
➤ Community Outreach

- Present findings and alternatives
- Receive feedback



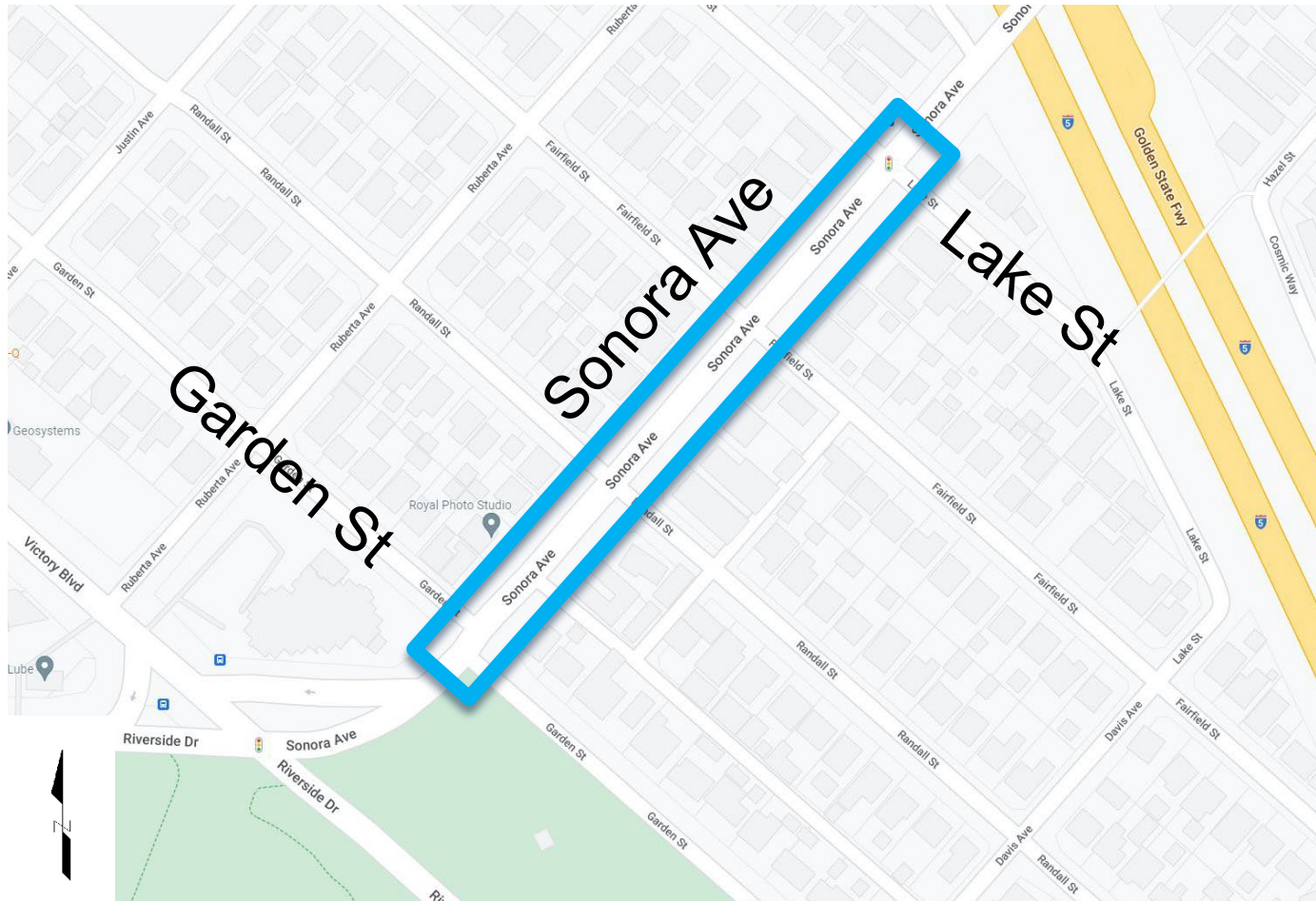
Vicinity Map

Sonora Ave. between Lake St. and Garden St.



Vicinity Map

Sonora Ave. between Lake St. and Garden St.



Vicinity Map – Satellite Image

Sonora Ave. between Lake St. and Garden St.



Street View: Sonora Ave. - northbound



Street View: Sonora Ave. - southbound



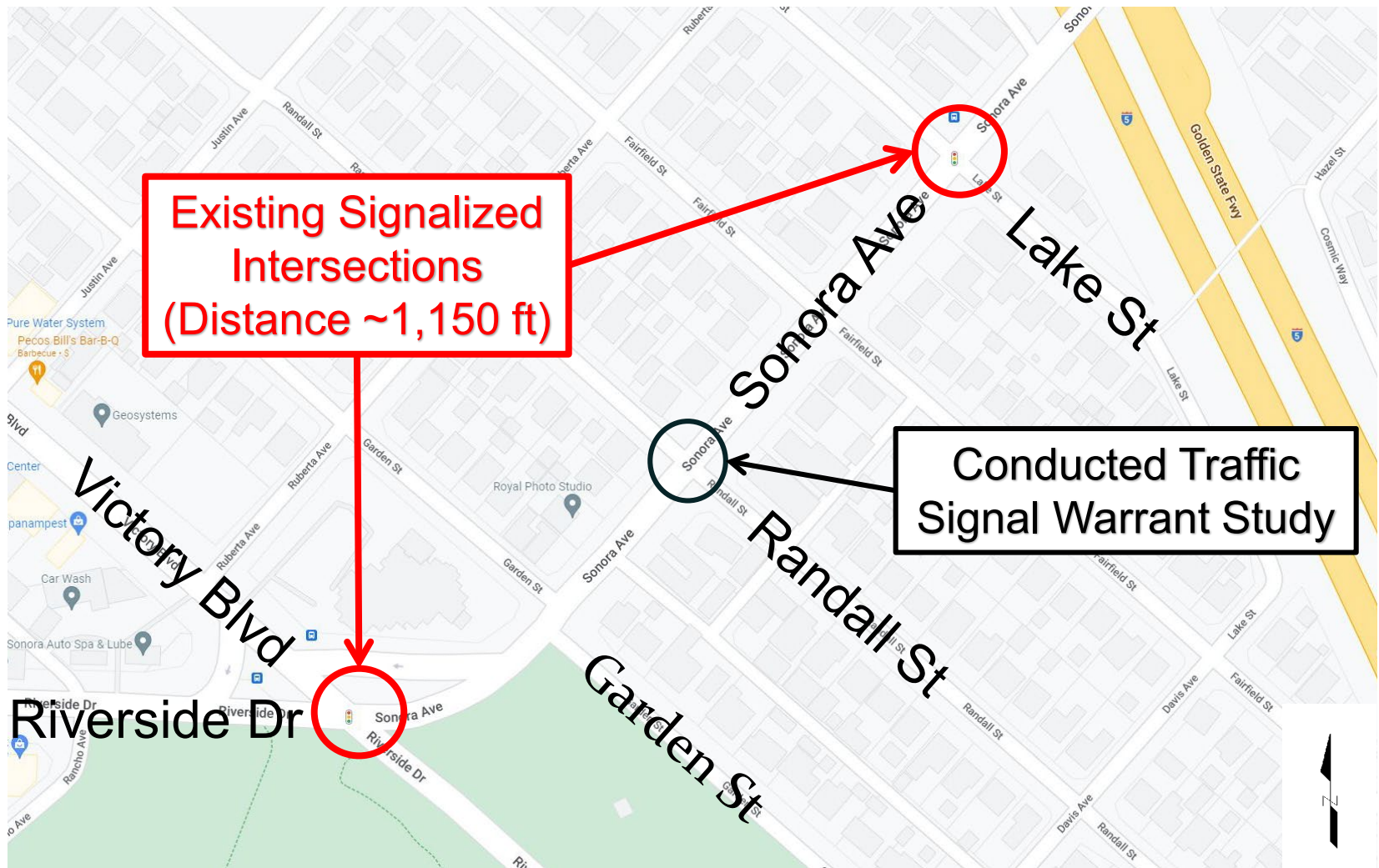
Engineering Studies:

- Traffic Signal Warrant Study
 - Sonora Ave/Randall St intersection
 - CA Manual on Uniform Traffic Control Devices (CAMUTCD)

- Traffic Calming Study
 - Sonora Ave. - Lake St. to Garden St.
 - Glendale Neighborhood Traffic Calming Program Guidelines



Traffic Signal Warrant Study: Sonora Ave. and Randall St.



Traffic Signal Warrant Study

CAMUTCD

- State standards, guidance, and methodology,
- Traffic signal warrants - evaluate if traffic signal controls are justified,
- Includes analysis of traffic collision data, traffic count data, proximity of nearby traffic signals and engineering field observations.

Findings:

- CAMUTCD Traffic Signal Warrants were not met.
- Traffic Signal Control is not recommended at the Sonora Ave/Randall St intersection at this time.



Traffic Calming Study:

Neighborhood Traffic Calming Program (NTCP)

- Traffic Calming – Traffic control devices and/or other roadway enhancements that encourage drivers to comply with the speed limit
- Sonora Ave. between Lake St. and Garden St.
 - Includes analysis of street classification, 24-hour speed and volume traffic counts, field observations, street dimensions and profile
 - Sonora Ave. does not meet all minimum criteria stipulated in the NTCP for consideration of Speed Humps as summarized in the table below

Criteria	Guideline	Prevailing Condition	Satisfied
Street Classification	Local Street or Neighborhood / Community Collector	Community Collector	YES
Residential District	Street must be located in Residence District	Residential	YES
Posted Speed Limit	25 MPH	35 MPH	NO
Daily Volume	1,000 – 10,000 ADT	11,493	NO
Travel Lane	One travel lane per direction for speed humps	two/lane/direction	NO
Street Width	40 feet maximum for speed humps	64 feet	NO



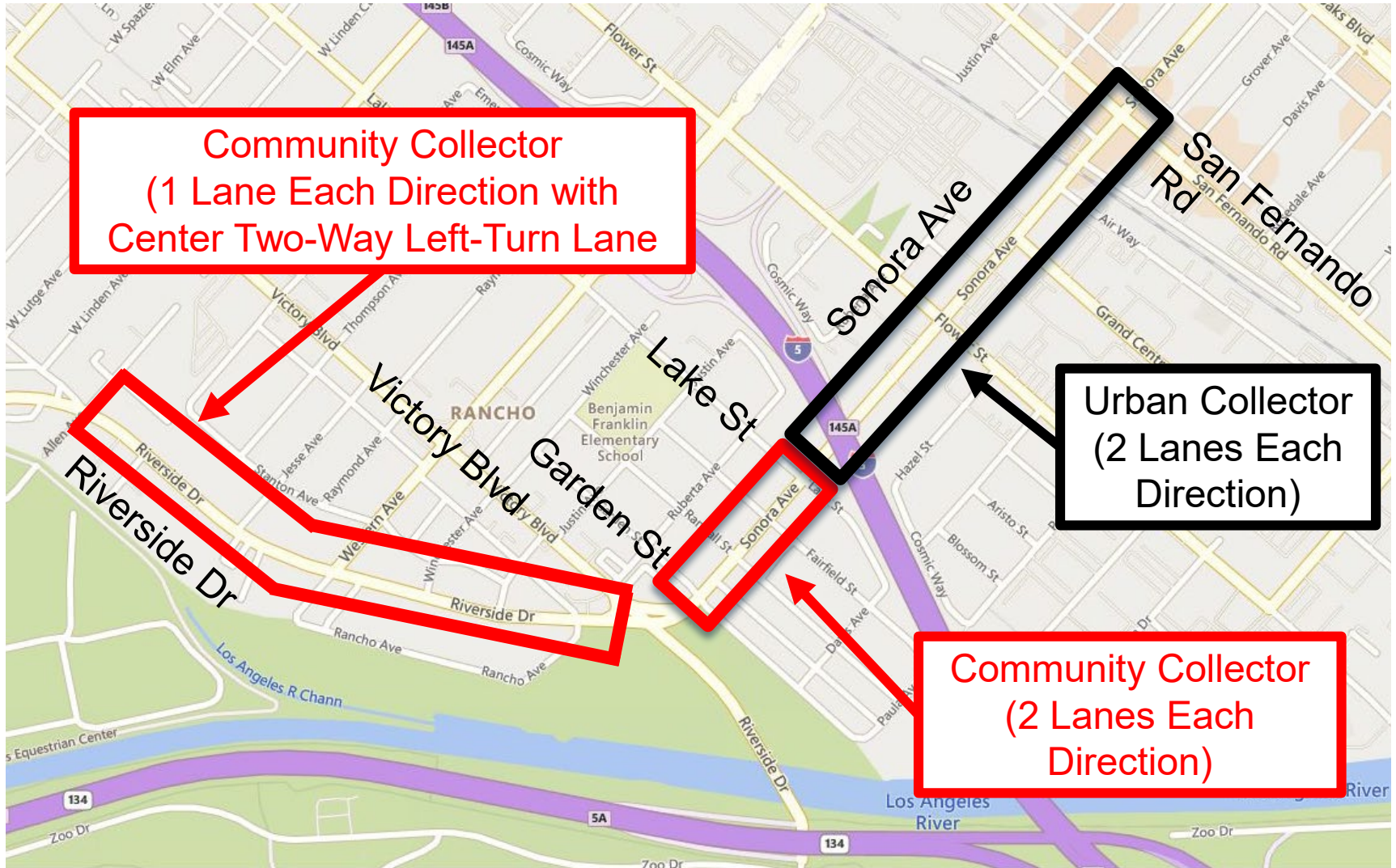
Considerations for Alternatives

- Sonora Ave. between Lake St. and Garden St.
 - Traffic volumes and lane configuration do not match street classification
 - Classified as a Community Collector per City of Glendale's Circulation Element of the General Plan

	Volume Capacity	Lane Configuration
Typical Community Collector	Average Daily Traffic = Maximum 10,000 Vehicles	1 lane each direction
Sonora Ave. between Lake St. and Garden St.	Average Daily Traffic = 11,493 Vehicles	2 lanes each direction



Sonora Ave Street Classification

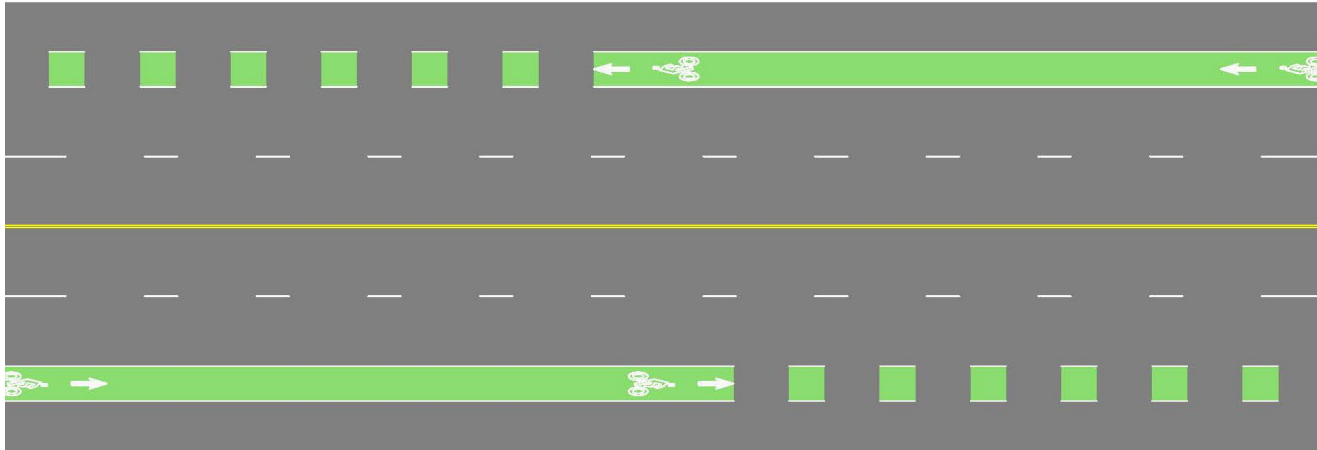


Community Collector
(1 Lane Each Direction with
Center Two-Way Left-Turn Lane)

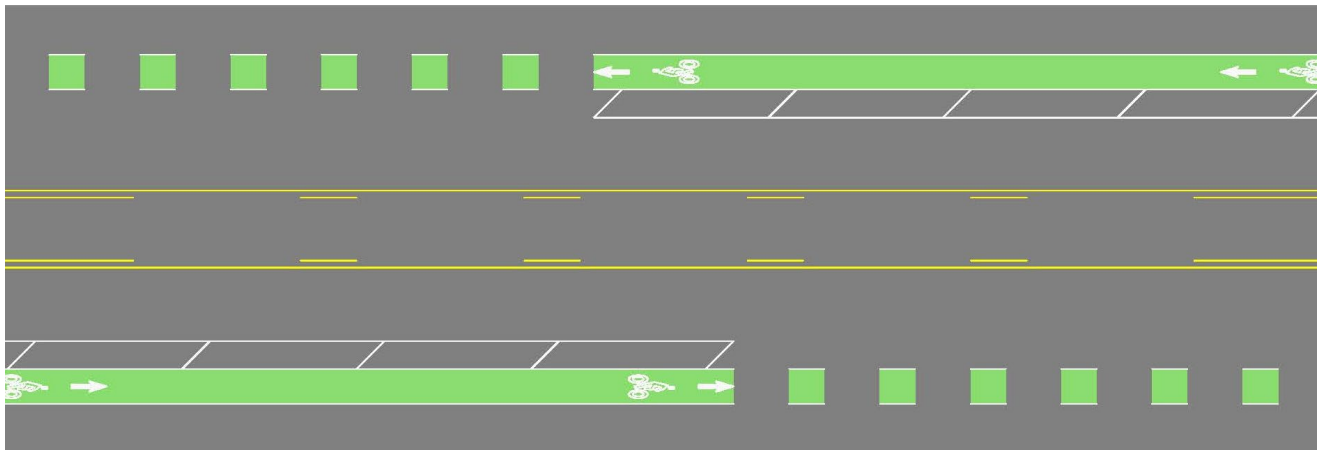
Urban Collector
(2 Lanes Each
Direction)

Community Collector
(2 Lanes Each
Direction)

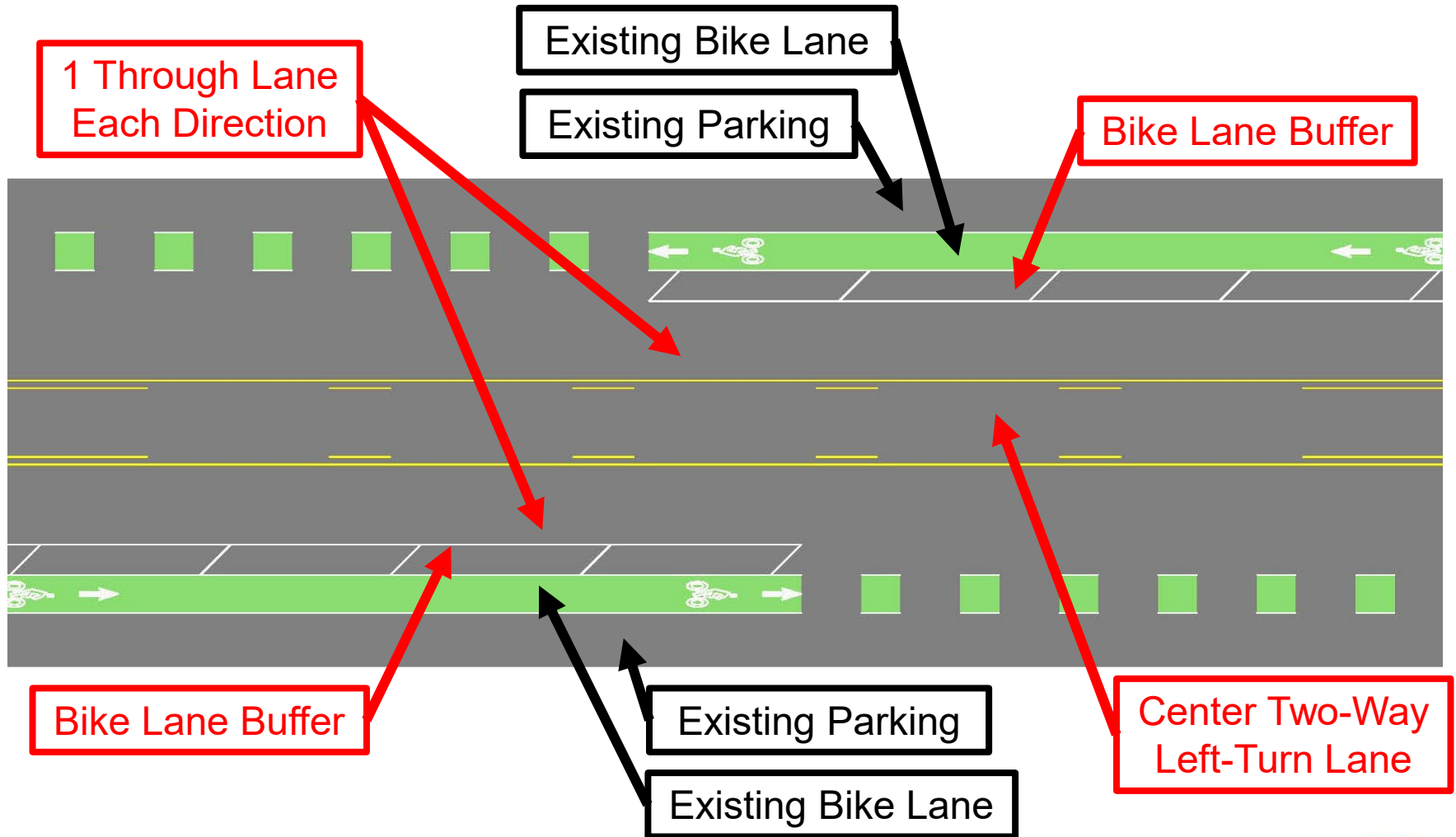
Existing Roadway



Road Repurposing



Concept Road Repurposing



Alternative Traffic Measure Road Repurposing



Pros

- Center Two-Way Left-Turn Lane facilitates turning movements at intersections and reduces the number of lanes pedestrians cross
- Reduction in speeding
- Buffered bike lanes enhance bicyclist safety
- Non-local vehicles encouraged to travel on adjacent arterial streets
- A Safety Benefit Analysis based on Caltrans Local Road Safety Manual shows estimated reduction of collisions by 30% for lane repurposing projects



Cons

- Congestion and increased traffic delay
- Potential cut-through traffic to local streets
 - Implement traffic calming measures to discourage cut-through traffic if streets qualify for the NTCP



Cons



Next Steps

- Receive feedback from the community following this presentation
- Gauge Community Support
- Public Works prepares further engineering studies
- Follow-up Community Meeting



Questions?





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