

CITY OF GLENDALE DEPARTMENT OF PUBLIC WORKS
Questions/Comments Received During
Adams Street Traffic Calming Measures Community Meeting
March 30, 2023 City of Glendale City Hall Council Chambers

Question/Comment No. 1

What was the Traffic count?

Response to Question/Comment No. 1:

We follow Neighborhood Traffic Calming guidelines. The count criteria requires that 1000 vehicles during a 24-hour period travel on the street and the 85th percentile requires a speed at 30mph or greater. Adams Street qualified under both of these criteria.

Question/Comment No. 2 –

What about accidents?

Response to Question/Comment No. 2:

Multi way stop control studies reviewed the collision history.

Question/Comment No. 3 –

What about visibility from side streets?

Response to Question/Comment No. 3:

When reviewing an intersection, the focus is on fixed objects.

Question/Comment No. 4 –

Traffic circle at Scofield—would a UPS truck traveling south on Adams Street be able to turn into Scofield?

Response to Question/Comment No. 4 :

That movement would not be accommodated under these circumstances.

Question/Comment No. 5 –

I have photographs to share. I think a turn around would be detrimental to emergency equipment. A stop sign at Adams/Cornell and the implementation of a crosswalk would be good, too.

Response to Question/Comment No. 5 (PC):

Question/Comment No. 6 –

The back of my house faces Adams. What you are proposing is very drastic. You'll be punishing 90% of the people. Please consider 1) properly calibrating the speed radars

CITY OF GLENDALE DEPARTMENT OF PUBLIC WORKS
Questions/Comments Received During
Adams Street Traffic Calming Measures Community Meeting
March 30, 2023 City of Glendale City Hall Council Chambers

and 2) consider re-installing the flashing light in the middle of the street. The only one that continues to work is on Stafford. Do this instead of removing parking spaces and limiting ingress/egress of vehicles.

[Response to Question/Comment No. 6:](#)

Question/Comment No. 7 –

The November 10, 1949 Council Report states that it is up to the Traffic Engineer to figure out a way to make streets safer for drivers and pedestrians. A traffic circle is a bad idea. We need a stop sign at Cornell and Princeton. Make an additional red zone to encourage clearer visibility. I am in favor of crosswalks between Palmer and Stanford

[Response to Question/Comment No. 7:](#)

We are reviewing traffic calming measures that have current applicability. We also use our engineering guidelines to make improvements. The rumble strips were implemented at the petition of 40 residents. We'll take a look at the red curb and assess it.

Question/Comment No. 8 –

Please install a speed hump on Adams Street. The rumble strips did not work. Instead step up the frequency of speed trap citations by the Glendale Police Dept.

[Response to Question/Comment No. 8:](#)

Adams Street is a fire route and would not support speed humps as this would potentially reduce response times of emergency equipment and personnel. We are in communication with the City of Los Angeles and review their traffic calming measures. All our recommendations need to be presented and reviewed by the City Council. Our intent is to make every street safe and we welcome your input.

Officer Dakota Cummins- GPD Motor Traffic Bureau

We try to do our best regarding enforcement of speeding laws. Please call our station number and let us know your concerns about speeding in the area.

Question/Comment No. 9 –

Install a stop sign. This is the easiest way to calm traffic in the area.

[Response to Question/Comment No. 9:](#)

Question/Comment No. 10 –

Put a crosswalk with a stop sign on Adams and another stop sign along the way.

CITY OF GLENDALE DEPARTMENT OF PUBLIC WORKS
Questions/Comments Received During
Adams Street Traffic Calming Measures Community Meeting
March 30, 2023 City of Glendale City Hall Council Chambers

[Response to Question/Comment No. 10:](#)

Question/Comment No. 11 –

I'm concerned about emergency vehicles. A traffic circle will hamper emergency vehicles' ability to access Adams Hill. Improve the visibility in the area.

[Response to Question/Comment No. 11:](#)

Question/Comment No. 12 –

Temporary measures may be vandalized. Consider permanent concrete installation. The modification of street geometry helps the pedestrian experience. I recommend the installation of a physical barrier.

[Response to Question/Comment No. 12:](#)

Question/Comment No. 13 –

What is the timeline of the creative crosswalks?

[Response to Question/Comment No. 13:](#)

The final design will be available in six to nine months.

Question/Comment No. 14 –

What is the expected life of the creative crosswalks? Are there success metrics?

[Response to Question/Comment No. 14:](#)

We've applied higher rated lower maintenance material that is expected to last five to ten years. We have some creative crosswalks in place at this time and increased maintenance will be budgeted. Temporary adjustments costs are less than permanent ones. The pilot program needs to be given an opportunity. Pre and post traffic counts as well as collision analysis will be shared with the public.