Traffic Calming Proposal Package – Idlewild Lane

1. Description and location of proposed measures.

Based on the speed study conducted from Aug. 27 to Sept. 1, the level of speeding on Idlewild was found to be relatively low compared to other residential streets in Glendale. However, the Traffic Safety Committee still recommended the street for traffic calming eligibility due to the narrowness of the roadway, its proximity to North Glendale Elementary, and the lack of sidewalks for pedestrian traffic.

Given these factors, staff are recommending two measures for implementation:

A) **Conversion of Idlewild to One-Way Northbound Traffic** – The conversation is effective for the entire length of Idlewild, from Dwyer Ave. to Kirkham Ave.
B) **Pedestrian Lane Striping** – With the conversation eliminating a lane of traffic, there would be room to stripe a pedestrian lane on a portion of the roadway.

2. Estimated installation cost and anticipated annual maintenance cost.

Cost is relatively low, focusing mostly on street signs and pavement markings. Up to 13 new signs would be needed at $50 each. In addition, 15 gallons of white marking paint at $140 for 5 gallons. Total up-front cost, not including staff time, totals approximately $1,100. Annual maintenance would focus on pavement marking refreshing at approximately $450/year.

3. Expected speed and volume reduction based on comparable implementations.

As indicated by the speed data collected by the City, the primary issue with this street is not the level of speeding, but the narrow width of the street creating potentially hazardous conditions for pedestrians or drivers, particularly those with driveway access to Idlewild.

Based on the vehicle count data from the speed cameras, the majority of traffic on Idlewild is southbound coming off Kirkham, so we anticipate that this change would substantially reduce the amount of traffic. Idlewild handles an estimated 130 vehicles per day currently, and this would drop to an estimated 33 vehicles per day for northbound traffic only.

The resident at 1112 Kirkham Ave. who submitted the traffic request has expressed concern about the speed of vehicles that approach his driveway, and there may be additional measures the Committee may wish to consider to address this concern.

However, it should be noted that the speed camera placed at the north end of Idlewild close to the intersection with Kirkham recorded an average vehicle speed for northbound traffic of only 19.73 mph and only 1 vehicle traveling at excessive speeds (0.32% of all vehicles).

4. Emergency services access assessment

The police and fire departments do not anticipate that the proposed measures would impact access for emergency services.

5. Snow removal compatibility assessment.

A one-way conversion of this street would not impact existing snow removal practices.

6. Conceptual design drawing or sketch.

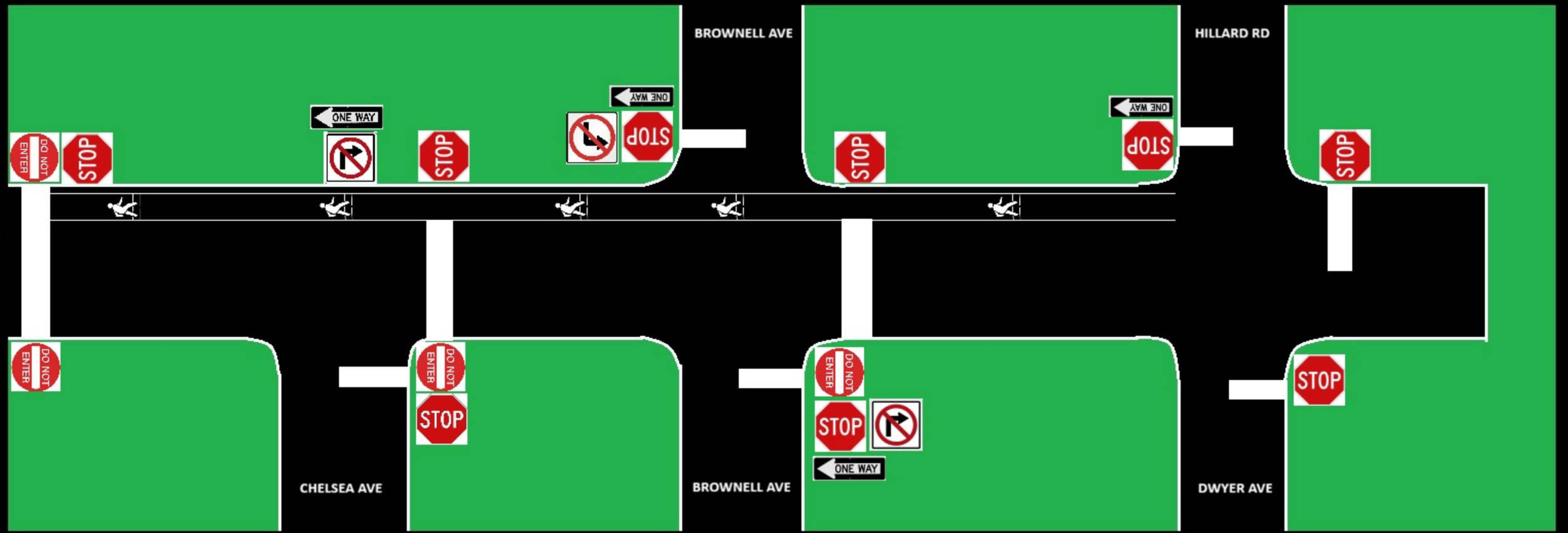
See the attached plans.

7. Identification of directly impacted properties.

Staff has identified 17 properties that would be directly impacted by the proposed traffic calming, six on the west side of the street and 11 on the east side. The addresses are listed below from north to south:

- 1026 Kirkham Ave.
- 1112 Kirkham Ave.
- 5 Cambridge Ct.
- 7 Cambridge Ct.
- 1093 Chelsea Ave.
- 9 Cambridge Ct.
- 11 Cambridge Ct.
- 15 Cambridge Ct.
- 17 Cambridge Ct.
- 1098 Chelsea Ave.
- 21 Cambridge Ct.
- 1099 Brownell Ave.
- 1115 Brownell Ave.
- 1046 Brownell Ave.
- 1116 Brownell Ave.
- 987 Dwyer Ave.
- 1125 Hillard Rd.

NOT TO SCALE



Conceptual Design - Idlewild Lane one-way conversion with pedestrian walking path shown on east side of the street. Direction of vehicular travel is northbound. 5-foot-wide pedestrian walking path identified with 2 parallel white lines and pedestrian stencils. Path begins 1-foot from curb, leaving 11.5-foot drive lane.