



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Direction on the North Brand Boulevard Complete Streets Demonstration Project

- 1) Motion adopting revised plans, directing staff to implement adjustments to the roadway striping and installed bike lanes, executing a change order to contract 8002427 with Sterndahl Enterprises, LLC for the temporary adjustments, increasing the contract amount by \$235,120, authorizing the City Manager or his designee to execute the contract change order, and directing staff to continue the demonstration project for a period of six months after the adjustments (Option 1).
- 2) Motion adopting revised plans, directing staff to implement adjustments to the roadway striping to convert the quick build bike lanes to two-way cycle track located on the east side of Brand Boulevard, and return the southbound direction to two-lane traffic configuration, executing a change order to contract 8002427 with Sterndahl Enterprises, LLC for the adjustments, increasing the contract amount by \$534,400, authorizing the City Manager or his designee to execute the contract change order, and directing staff to continue the demonstration project for a period of six months after the adjustments (Option 2).
- 3) Motion adopting revised plans, directing staff to remove installed bike lanes and the implemented changes, and revert the street to its original condition, executing a change order to contract 8002427 with Sterndahl Enterprises, LLC for the reversion, increasing the contract amount by \$527,696, and authorizing the City Manager or his designee to execute the contract change order (Option 3).
- 4) Resolution of appropriation to appropriate \$235,120 for the North Brand Boulevard Complete Streets Demonstration Project, to fund the implementation of the temporary adjustments and continue the demonstration project for six months (Option 1).
- 5) Resolution of appropriation to appropriate \$534,400 for the North Brand Boulevard Complete Streets Demonstration Project, to fund the implementation of a two-way cycle track alternative and continue the demonstration project for another six months (Option 2).
- 6) Resolution of appropriation to appropriate \$527,696 for the North Brand Boulevard Complete Streets Demonstration Project, to fund reverting the street to its original alignment (Option 3).

COUNCIL ACTION

{{section.number}}>{{item.number}}

Item Type: Action Item

Approved for December 10, 2024 **calendar**

EXECUTIVE SUMMARY

The construction of the North Brand Boulevard Complete Streets Demonstration Project was completed on May 20, 2024. Since then, the Public Works Department has received extensive feedback on the project from various stakeholders. The demonstration aimed to make temporary changes to the roadway that can be adjusted, modified, or removed, in response to the analysis of the collected field data, and community input.

To date, staff have gathered data and public feedback over an almost six-month period and adjusted the project plans accordingly. The purpose of this item is to seek direction from the City Council on how to proceed with the project.

Additionally, a resolution of appropriation is needed to appropriate funds for the selected alternative.

RECOMMENDATION

Approve a motion adopting revised plans, directing staff to implement adjustments to the roadway striping installed bike lanes, executing a change order to contract with Sterndahl Enterprises, LLC (Sterndahl) for the temporary adjustments, increasing the contract amount by \$235,120, authorizing the City Manager to execute the contract change order, and directing staff to continue the demonstration project for a period of six months after the adjustments.

Alternatively, the City Council may approve a motion adopting revised plans, directing staff to implement adjustments to the roadway striping to convert the bike lanes to a two-way cycle-track on the east side of Brand Boulevard and return the southbound direction to two-lane traffic configuration, executing a change order to contract with Sterndahl for the adjustments, increasing the contract amount by \$534,400, authorizing the City Manager to execute the contract change order, and directing staff to continue the demonstration project for a period of up to six months after the adjustments.

Alternatively, the City Council may approve a motion directing staff to remove the changes including installed bike lanes, and revert the Brand Boulevard to its original alignment, executing a change order to contract with Sterndahl for the reversion, increasing the contract amount by \$527,696, and authorizing the City Manager to execute the contract change order plus a resolution of appropriation providing adequate funding.

ANALYSIS

A complete street is designed and implemented to accommodate all transportation users, including drivers, pedestrians, bicyclists, and public transit riders. The City of Glendale received \$500,000 grant for the Brand Boulevard Complete Street Demonstration Project, a quick build initiative aimed at encouraging active transportation and reducing vehicular speeds along the corridor. The project design was administered by SCAG in collaboration with their consultant, KOA Corporation, and the City of Glendale providing design input and guidance. After selecting a preferred quick-build design alternative, the City managed the bidding process and construction phase of the project.

The project limits are Brand Boulevard between Glenoaks Boulevard and Mountain Street. The corridor is approximately a half-mile long and the street contains two travel lanes in each direction with a center two-way left-turn lane and diagonal on-street parking on both sides. There are three signalized intersections along the corridor: Glenoaks Boulevard, Dryden Street, and Stocker Street. Additionally, there is one marked crossing controlled by Rectangular Rapid Flashing Beacon (RRFB) at Fairview Avenue. Surrounding land uses include a diverse mix of retail, industrial, office, places of worship, schools, and multifamily residential buildings north of Stocker Street. Most retail properties provide off-street parking. While diagonal on-street parking south of Stocker Street is used primarily during the day with high turnover, the diagonal on-street parking north of Stocker Street serves multifamily residential. Brand Boulevard has a posted speed limit of 30 mph, but the most recent Engineering and Traffic Survey confirmed the average 85th percentile speed for both directions at 36 mph.

On June 13, 2023, the City Council adopted the plans and specifications (PS&E) and authorized the City Clerk to advertise for bids.

On December 12, 2023, the City Council awarded a construction contract for the North Brand Boulevard Complete Streets Demonstration Project to Sterndahl Enterprises, LLC (Sterndahl) in the amount of \$842,380. The construction of the project started in April 2024 and was completed on May 20, 2024.

This project represents one of the City of Glendale's first initiatives in implementing a complete streets project using a quick-build approach. The Public Works Department (PWD) adopted this approach to evaluate the project's feasibility, understand community needs, and collect data. This project enabled staff for real-world testing of design alternatives, gathering public feedback, and assessing the project's impact on the corridor. Based on the collected data, findings, and community input, the following alternatives are proposed to the City Council for consideration:

Based on input gathered through stakeholder and public engagement, staff has already implemented the following elements in the field:

1. **Change:** Fronting 1019 N. Brand Boulevard, a 12-inch-wide green paint stripe was installed at the entry to the two angled parking stalls, limiting parking to 30 minutes.

Reason: A request was received from the business at 1019 N. Brand to keep vehicles from parking for a long duration. The 12-inch stripe compliments the existing green curb marking.

2. **Change:** Added loading zone stalls fronting St. Mark's Episcopal Church. A 12-inch white paint stripe was installed to designate two passenger-loading only stalls fronting the church.

Reason: Church requested a passenger loading zone area for their parishioners.

3. **Change:** Added loading zone on northeast corner of Randolph/Brand. Added loading zone on opposite side of the street from the Fire Station.

Reason: To provide more delivery and passenger loading areas.

4. **Change:** Installed 12-inch white paint stripe limiting parking to three minutes, for passenger loading in front of 1320 N. Brand Boulevard (First Church of Christ).

Reason: To facilitate parishioner loading/unloading.

5. **Change:** Installed N-1 (CA) signs on the k-rail in the bulb-out areas.

Reason: To warn vehicles of k-rail presence with more reflective signage.

Option 1: Implement Adjustments and Continue the Demonstration Project for Six Months

To successfully execute the quick build project, and address stakeholder concerns, staff has evaluated the project plans and identified the following possible changes:

1. **Change:** Adjust parking stalls to 8-feet wide north of Stocker and 8.5-feet wide south of Stocker, from the current 7.5-foot stall widths.

Reason: While this adjustment will reduce the total number of parking stalls along the corridor by 23 from the original alignment, numerous concerns were raised about the 7.5-foot narrow stalls and the difficulties in maneuvering in and out.

2. **Change:** To reduce the bike lane width from 8 feet to 5 feet throughout the corridor.

Reason: To create additional space for diagonally parked cars to back up and turn into the lane before merging into the travel lane. It will also enhance visibility for drivers exiting parking stalls and driveways by shifting the protective k-rail barriers closer to the curb.

3. **Change:** Stocker/Brand (southwest corner). Reduce curb extension dimension and convert parking stalls from angled to parallel.

Reason: To allow for more space for right-turning buses from eastbound Dryden Street to southbound Brand Boulevard. This also requires the removal of two additional parking stalls.

4. **Change:** Install 12-inch-wide red paint stripe in bulb-out areas adjacent to diagonal parking.

Reason: To prevent vehicles from parking in bulb-out areas which impairs visibility and safety.

5. **Change:** Install 8-inch high, "No Stopping" text at the proposed, red-striped locations.

Reason: To improve visibility.

6. **Change:** Add commercial loading zones on both sides of the street for each block.

Reason: There is a lack of on-street loading zones which is causing delivery vehicles to park in the center two-way left-turn lane which impedes traffic. This change will discourage loading/unloading from the center of street.

7. **Change:** Add a southbound travel lane in front of Incarnation Catholic Church by converting the angled parking to parallel parking.

Reason: There is inadequate space for vehicle queuing for the traffic signal cycling time at Glenoaks Boulevard. This change provides 150 feet of additional 2-lane vehicle storage for southbound traffic at Glenoaks Boulevard and will reduce the length of vehicle queues at the intersection. Revising the parking configuration and extending the No. 2 southbound travel lane will improve vehicle flow but will remove six additional parking stalls.

8. **Change:** Move the "Fire Vehicle Only" sign from the k-rail and onto a new signpost between K-71 posts to improve visibility.

Reason: To improve visibility by motorists seeking to park in front of the fire station.

9. **Change:** To install passenger loading signs on k-rail for passenger loading zones.

Reason: To improve identification and visibility of passenger loading zone stalls.

10. **Change:** Install 12" white limit lines for through travel lanes and center two-way left-turn lane in advance and past the limits of "KEEP CLEAR" zone next to the Fire Station.

Reason: To improve demarcation of “KEEP CLEAR” area and keep vehicles from blocking fire station entrance.

11. **Change:** Install passenger loading zone on Dryden Street adjacent to St. Mark’s Episcopal Church.

Reason: To provide passenger loading zone that can accommodate Hearse vehicles.

Staff has received a cost proposal of \$235,120 to implement these changes from Sterndahl which exceeds the available contract contingency but remains within the engineer’s estimate for this additional scope of the work. Should the Council choose this option, a change order will be executed with Sterndahl to complete the field adjustments which will require 15 working days after the execution of the change order.

After completion of the modifications listed above, the demonstration project could remain in place for another six-month evaluation period to allow the City to collect additional data with the purpose of evaluating the project outcome. This period will enable staff a thorough assessment of the data and feedback from the community to determine whether to proceed with making changes permanent, or to reverse the modifications back to the pre-project conditions. To gather this data, PWD will again conduct various surveys, perform field counts, and collect feedback from the community and stakeholders. After completion of this task, staff will present a report to the Council summarizing the findings and data for review and recommendation.

Option 2: Implement a Two-Way Cycle Track Alternative and Continue the Demonstration Project for another Six Months

Based on input gathered through stakeholder and public engagement, staff has evaluated a prior project alternative that includes restoration of the two southbound travel lanes on the westside of Brand Boulevard, maintaining the center two-way-left-turn-lane, one northbound travel lane, and installing a new Two-Way Cycle track on the eastside of Brand Boulevard. This alternative addresses the heavier traffic demand in the southbound direction and maintains protected bicycle facilities on Brand Boulevard. The proposed modifications include the following:

1. **Change:** Remove the single direction, southbound protected bicycle lane on the west side of Brand Boulevard and restore striping and parking configuration on the west side of Brand Boulevard, from Mountain Street to Glenoaks Boulevard, to its original travel lane configuration, with two southbound through travel lanes and angled parking.

Reason: To address vehicle queuing in the southbound direction at signalized intersections. Additionally, this will address the Fire Department's concerns about potential impacts to Fire Station 26 egress and ingress.

2. **Change:** Restripe the east side of Brand Boulevard, from Mountain Street to Glenoaks Boulevard to realign the center two-way-left-turn lane, the one

northbound travel lane and convert the single-direction protected bicycle lane into a protected Two-Way Cycle Track, with a three-foot buffer zone, and raised elements.

Reason: To reduce the total width of roadway space dedicated to the protected bicycle lanes and allows restoration of the two southbound travel lanes on Brand Boulevard while maintaining one travel lane in the northbound direction.

3. **Change:** Install bike bulb-outs for cyclists at the northeast corner of Glenoaks Boulevard and Brand Boulevard, and at the southeast corner of Mountain Street and Brand Boulevard.

Reason: To provide designated safe spaces for cyclists at the beginning and end of the two-way cycle track to transition to and from the two-way cycle track.

4. **Change:** Relocate the lane drop for northbound traffic on Brand Boulevard prior to entering the Glenoaks Boulevard intersection.

Reason: To provide space to install a bike bulb-out at the northeast corner of Glenoaks Boulevard and Brand Boulevard.

5. **Change:** Install bicycle signals and provide a dedicated bike phase at the Dryden and Stocker signalized intersections, along with a blank-out sign displaying "No Right Turn" during the dedicated bike phase.

Reason: To enhance cyclist safety by providing a dedicated traffic signal phase for cyclists in both directions to cross the intersection without conflicting with motor vehicle traffic.

6. **Change:** Install stop controls for cyclists and/or left-turn restrictions for vehicles at the Fairview Avenue and Randolph Street uncontrolled intersections.

Reason: To mitigate collisions between left-turning vehicles and cyclists in the two-way cycle track.

7. **Change:** Adjust parking stalls along the entire segment of Brand Boulevard to 8.5 feet at a 55-degree angle.

Reason: Numerous concerns were raised regarding the narrow 7.5-foot stalls and the difficulties of maneuvering in and out of them at the current angle configuration.

8. **Change:** Install commercial loading zones on each block, with parking restrictions for residents during business hours from 9:00 a.m. to 6:00 p.m.

Reason: The lack of on-street loading zones is causing delivery vehicles to park in the center two-way left-turn lane, impeding traffic. This change will discourage loading and unloading from the center of the street.

9. **Change:** Install yield lines, green pavement color, and 'Yield to Bikes' signage at driveway crossings.

Reason: To identify the conflict area and make it clear that the cycle track has priority over ingress and egress of traffic at driveways.

If Council chooses this option, a change order in the amount of \$534,400 will be executed with Sterndahl to complete the field adjustments as listed in the Option 3 above, which will require approximately 20 working days to complete after the execution of the change order with the contractor.

After completion of these modifications, the demonstration project will continue for another six-month evaluation period to allow the city to collect sufficient data with a purpose to evaluate the project outcome. During this time staff will conduct a thorough assessment of the data and feedback from the community to determine whether to proceed with making these changes permanent, or to reverse the modifications back to the pre-project conditions. Staff will present a report to the Council summarizing the findings and data for review and recommendation.

Option 3: Revert the Street to the Original Alignment

Sterndahl also included an optional bid for reverting the street to its original alignment in the amount of \$527,696, as part of their awarded contract for the quick-build portion of the project. Should the Council choose this option, a change order will be executed with Sterndahl to revert the street to its original alignment. This work will require approximately 30 working days to complete after the execution of the change order.

Before and After Study

KOA Corporation prepared a report dated December 2024, summarizing a before-and-after analysis of the North Brand Boulevard Complete Streets Demonstration Project, which introduced various traffic safety infrastructure along a half-mile segment of North Brand Boulevard from Glenoaks Boulevard to Mountain Street. The project corridor originally featured a four-lane road (two lanes in each direction) with a central two-way left-turn lane, diagonal on-street parking, and no dedicated bicycle facilities. The Demonstration Project reduced the travel lanes to two (one in each direction), retained the center two-way left-turn lane, and added parking-protected bicycle lanes on both sides of the street. Additional adjustments included restriped high-visibility crosswalks, bump-outs at key intersections, and reconfigured angled on-street parking to optimize parking along the corridor.

Summary of Findings

- Pedestrian volumes collected in October 2024 increased by an average of 11% across all five studied intersections during weekday AM and PM peak hours, as well as midday on Saturdays. Additional pedestrian volumes were collected in November 2024 with an average increase of 19%.

- Bicycle volumes collected in October 2024 decreased by an average of 41% at the five intersections during weekday AM and PM peak hours and midday on Saturdays. Additional bicycle volumes were collected in November 2024 with an average decrease of 22%.
- Weeklong (24 hour/7 day) bicycle counts were collected for each segment after the quick build installation only, showing an average of 262 bicycles per week.
- On average, 83% of bicyclists used the bike lane, 8% rode in the street, and 9% rode on the sidewalk.
- Pedestrians were also counted using the bicycle lanes, with an average of 70 pedestrians per segment in a weekday and 68 pedestrians per segment on a weekend day.
- Vehicle volumes decreased by 2% across all analyzed intersections.
- Average Daily Traffic (ADT) vehicle volumes decreased by 7% on average for weekday counts and decreased by 9 % on average for weekend counts.
- 85th percentile speed decreased by an average of 8%. Instances of speeding above the 30 MPH speed limit reduced from 31.8% to 17.5%.
- Vehicle travel time increased by an average of 17% to 18%. The largest increase was a 22% rise during the Friday midday period.
- The average vehicle delay, the total number of hours lost to traffic delays per day, in 2023 was 3.1 hours, while it was 4.8 hours in 2024.
- Under current project conditions, the level of service at project intersections remained consistent at LOS A or B.
- Under the two-way cycle track alternative (option 3), the intersection of Stocker Street and Glenoaks Boulevard is expected to operate at a LOS of C during certain peak periods. Other intersections are expected to remain at a LOS A or B.
- California’s Statewide Integrated Traffic Records System (SWITRS) shows collisions on the project segment increased from five in 2023 to six in the same compared months of 2024.
- Level of traffic stress on the project segment for bicyclists decreased from 4 (most stressful) to 1 (least stressful).
- The following streets were analyzed for cut-through traffic with the following findings:
 - Maryland Avenue (between Stocker Street and Dryden Street): average daily traffic decrease by 11%.
 - Louise Street (between Stocker Street and Dryden Street): average daily traffic increased by 40%.
 - Jackson Street (between Stocker Street and Dryden Street): average daily traffic increased by 14%.
 - Geneva Street (between Stocker Street and Dryden Street): average daily traffic increased by 8%.

STAKEHOLDERS/OUTREACH

In January of 2022, a Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC) were formed to help guide the project through the design and outreach phases. The TAC is comprised of a team of city professional staff from multiple departments who collect existing project data, evaluate the data, and suggest

improvements for each quick-build alternative. The CAC is comprised of a team of community representatives from nearby corridor businesses and residents, the Incarnation Parish School, the Downtown Glendale Association, the Walk/Bike Glendale, the Community Development Department staff, and the Rossmoyne Neighborhood Association.

In addition to the advisory committee guidance and support, various outreach efforts, including community touchpoint events and engagement surveys were conducted to receive feedback directly from the community, as summarized below:

- Bike Audit:
 - Sunday, May 1, 2022
 - Biked the project corridor with the community on a weekend to determine feasibility and viability of a new active transportation mode in the project vicinity.
- Walk Audit:
 - Thursday, May 19, 2022
 - Walked the project corridor on a busy weekday afternoon to share project details, identify areas of improvement, and solicit community feedback from active participants who routinely walk the project corridor.
- Community Touchpoint No. 1:
 - Wednesday, May 25, 2022, through Tuesday, May 31, 2022
 - Community response tags were left at the light poles at the northwest and northeast corner of Brand Avenue and Glenoaks Boulevard, and the northeast and southwest corner of Brand Avenue and Dryden Street to encourage residents to share their ideas on how to make the street safer to walk, bike, and drive.
- Transportation and Parking Commission
 - Monday, June 27, 2022
 - Shared project details and alternatives with the commission and the commissioners voted unanimously to support Alternative 1A.
- Community Touchpoint No. 2
 - Wednesday, July 27, 2022
 - Using a door-to-door strategy, staff spoke directly to business owners and residents along the project corridor to inform them of the Quick Build project. Project factsheets were distributed to residents and businesses in English, Spanish, and Armenian. A Spanish speaker communicated with residents who did not speak English.
- Dedicated Project Website
 - Outreach on this project continues to occur through the dedicated website for the project that is hosted through the City of Glendale domain, as well as the consultant's domain. The website page introduces the public to the project and to the project team, explains the scope of work and locations,

and provides the public with staff contact information for questions, discussion and/or input.

- City Council Meeting
 - Tuesday August 23, 2022
 - Shared project details and alternatives with City Council and Council voted unanimously to support Alternative 1A.

During the August 23, 2022, presentation, Council expressed concerns regarding the need for coordination with the Glendale Fire Department (GFD), accessibility of the project website, effectiveness and validity of the engagement surveys as an accurate representation of the community within the project vicinity, and the importance of effective and ongoing public outreach during the implementation phase.

In response to these concerns, staff collaborated with GFD staff, including the Fire Chief on formulation of the final design plans. The final design plans included adjustments to accommodate firetruck turn maneuvers into and out of the Fire Station 26 such as modifications to nearby intersections discouraging vehicles from blocking egress and ingress from the Fire Station and providing dedicated fire vehicle parking spots.

- Community Touchpoint No. 3
 - On Sunday, August 27, 2023, a community tabling event at the Trader Joes/Walgreens/Coffee Bean parking lot was held to further inform the public of the upcoming quick-build project and share design materials
 - Notice of installation posters and feedback posters for proposed changes throughout the corridor were displayed outside the stores to garner the attention of heavy foot traffic that frequents the local establishments
 - This event occurred before construction to remind the community, businesses, and residents along the project corridor about the upcoming construction and reintroduce the project design elements and details of the process

Additionally, staff directed the consultant team to update their project website to make it more user-friendly. The website improvements ensured viewers could access the necessary information without being redirected to an external website. Moreover, staff observed an increase in feedback to the online survey following in-person canvassing at the project site and the City Council meeting. This demonstrates the importance of continued outreach efforts.

Furthermore, to continue engaging the public effectively, additional outreach efforts were conducted during and after the implementation of the demonstration project as follows:

- Community Touchpoint No. 4
 - A post-construction survey was developed to ask the community to evaluate the demonstration project elements
 - Survey was translated into Spanish and Armenian and hosted on the project webpage with links to the survey published on project branding

materials and shared on the project website and various social media platforms

- Community Touchpoint No. 5
 - The community outreach team created visual branding to clearly illustrate the new trash bin placement locations resulting from the realignment of the roadway
 - Physical poster boards were installed on temporary barricades throughout the project corridor and a visual of the branding was shared on the project website and via social media

- Community Touchpoint No. 6
 - While actively collecting feedback from the community and considering the input provided from various forums, such as direct emails to the project management team, city management, elected officials, the project website survey, social media outlets (Nextdoor, Instagram, X, Facebook, etc.), a Frequently Asked Questions (FAQ) section was created on the project webpage to address the most common questions and concerns raised by the community.
 - A total of fourteen FAQs were created that aim to provide clear and concise answers, ensuring that everyone has access to important information about the project.
 - The PWD Community Outreach Group created four reels to publicize the FAQs and garner additional community feedback on the project.

- Community Touchpoint No. 7
 - On Wednesday, May 16, 2024, the consultant team walked the entire project corridor to conduct a door-to-door business and residential survey of the project impacts
 - 120 stakeholders were directly spoken with and 258 factsheets were distributed throughout the corridor
 - About half of the stakeholders were neutral or refrained from sharing their opinion and the other half primarily expressed either moderate opposition to strong and sometimes emotional opposition to the project
 - All stakeholders, regardless of their stance on the project, expressed gratitude that the city was making the effort to conduct additional outreach

- Community Touchpoint No. 8
 - On June 17, 2024, a thank you email was sent to 484 stakeholders who had emailed the city to date as well as all those who took the post-construction online project survey
 - The email included a project update and potential future next steps

- Proposed Post-Implementation of Recommended Changes Survey
 - Should Council choose to implement the recommended changes under Option 1 or 2, a post-implementation survey will be developed to ask the community to evaluate the newly implemented project elements
 - The survey will be translated into Spanish and Armenian and hosted on

the project webpage and links to the survey will be published on project branding materials and shared on the project website and various social media platforms

The completed community touchpoints and project signs have helped facilitate effective communication, gather feedback, raise awareness about the quick build project, develop relationships, and drive substantial public feedback on the project during and after the implementation.

Throughout the project's duration, the city has continuously monitored community feedback to identify key themes in the public's response to the demonstration elements. Feedback was collected through two digital platforms: a project team email address and a digital survey using Typeform. This effort aimed to prioritize field improvements that could enhance conditions in the project area for residents and other key stakeholders.

As a result, as of December 3, 2024, the city has received 2,045 unduplicated written comments and submissions consisting of 245 emails, 329 social media comments, and 1,471 petition signatures from stakeholders and garnered 1,773 online survey participants, with 1,246 providing additional feedback on the quick build project. In total, there were 6,751 unique mentions of the quick build that fell into 11 thematic categories. The most frequently mentioned complaints from stakeholders were increase in traffic congestion (35%), difficulty entering and exiting driveways (27%), and conflicts with emergency vehicle access (18%). Table 1 on the following page ranks each of the 11 categories as a percentage of total mentions.

TABLE 1: PERCENTAGE RANK BY THEME FROM BOTH DIRECT EMAILS AND ONLINE SURVEY

Type of Issue	Percentage of Total Mentions
Traffic Congestion / Signal Timing	35%
Entering/Exiting Driveways & Parking	27%
Emergency Vehicle Access	18%
Never See Bikes	6.7%
Visibility Issues at Intersections	5.2%
Parking Space Width	4.3%
Parking Supply	0.9%
Turning Radius	0.9%
Cut-Thru Traffic	0.9%
Access to Businesses	0.9%
Illegal Parking/Delivery Vehicle Issues	0.2%

Additionally, staff has received suggestions for improvements to the corridor from council such as the installation of additional loading zones (Mayor Asatryan), parking time and stall width adjustments (Mayor Asatryan), signal timing adjustments (Councilmember Brotman), and collection of count data using improved forms of technology, such as video cameras (Councilmember Gharpetian), all of which have

either been implemented thus far, are being considered for implementation in the upcoming field changes, or are currently being studied for upcoming implementation.

Furthermore, the project team has been in communication with the Fire Department and Police Department to effectively gauge the impact on first responder operations, and particularly the impact to Fire Station 26.

According to the Fire Department, Fire Station 26 encounters increased challenges due to recent changes in traffic lanes. The center lane is often blocked by delivery trucks, limiting fire apparatus maneuverability and leading to more frequent driving into opposing traffic. This issue is compounded by difficulties in making left turns, particularly for ladder trucks that require the center median. Traffic congestion has increased after the start of the school year, and planters near intersections complicate right turns for buses and large vehicles and can occasionally block emergency response. Additionally, vehicles are seen blocking the Fire Station driveway for drop-offs and deliveries. Finally, although a bike lane has been added, most cyclists are seen using the vehicle traffic lanes.

The Police Department's feedback is divided into two reporting periods as follows:

Traffic collisions after construction completion on May 20, 2024, to August 23, 2024:

- Experienced twelve reported traffic collisions
 - seven were reported as an incident with unknown circumstances
 - collisions with unknown circumstances may have not been included in the SWITRS database
 - one involved a motorized scooter passing a car unsafely on the right that led to an injury and the scooter was found to be at fault (Brand/Stocker)
 - two involved vehicles backing into another vehicle (Brand/Mountain & Brand/Randolph)
 - one involved a vehicle exiting a driveway and failing to yield to an oncoming vehicle (Brand/Dryden)
 - one involved a vehicle making a U-turn and colliding into another vehicle (Brand/Stocker)

Traffic collisions between January 1, 2024 to May 20, 2024:

- Experience **11** reported traffic collisions
 - seven were reported as an incident with unknown circumstances
 - collisions with unknown circumstances may have not been included in the SWITRS database
 - one involved a vehicle traveling northbound and colliding with a vehicle that was traveling eastbound in the intersection (Mountain/Brand)
 - one involved a vehicle colliding into another vehicle by turning right at an intersection while the other was passing to the right (Fairview/Brand)
 - one involved a vehicle backing out and crashing into a Beeline bus
 - one involved a vehicle slowing down to make a turn and was rear-ended (Brand/Glenoaks)

FISCAL IMPACT

Option 1: Implement Adjustments and Continue the Demonstration Project for Six Months

Implementation of the proposed demonstration changes on North Brand Boulevard will cost an additional \$235,120 which was not included in the FY 2024-25 Budget and is more than the approved contract contingency. Therefore, if the City Council selects this option, staff request a new appropriation of \$235,120 from the General Fund as follows:

Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$235,120	GL: 25300-1010-PWD-0000-P0000	GL: 52100-4010-PWD-0020-P0000 PL: PWD01118BN	General Fund

Option 2: Implement a Two-Way Cycle Track Alternative and Continue the Demonstration Project for another Six Months

As part of the original construction bid for this project, the contractor provided an optional bid in the amount of \$534,400 to implement a new alternative as a demonstration project which was not included in the FY 2024-25 Budget and is more than the approved contract contingency with Sterndahl. Therefore, if the City Council selects this option, staff requests for a new appropriation of \$534,400 from the General Fund as follows:

Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$534,400	GL: 25300-1010-PWD-0000-P0000	GL: 52100-4010-PWD-0020-P0000 PL: PWD01118BN	General Fund

Option 3: Revert the Street to the Original Alignment

As part of the original construction bid for this project, the contractor provided an optional bid in the amount of \$527,696 to restore the street to its original alignment which was not included in the FY 2024-25 Budget and is more than the approved contract contingency with Sterndahl. Therefore, if the City Council selects this option, staff requests for a new appropriation of \$527,696 from the General Fund as follows:

Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$527,696	GL: 25300-1010-PWD-0000-P0000	GL: 52100-4010-PWD-0020-P0000 PL: PWD01118BN	General Fund

ENVIRONMENTAL REVIEW (CEQA/NEPA)

The Project is categorically exempt from environmental review because of CEQA Guidelines §§ 15301.

CAMPAIGN DISCLOSURE

This item is exempt from campaign disclosure requirements.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Option 1 - Approve the attached motion and resolution adopting revised plans, directing staff to implement adjustments, authorizing the City Manager to execute a contract change order, and continue the demonstration project for a period of up to six months after the adjustments. This will allow staff to make the proposed changes and further analyze the demonstration elements.

Alternative 2: Option 2 - Approve the attached motion and resolution adopting revised plans, directing staff to implement the two-way cycle track adjustments, authorizing the City Manager to execute a contract change order, and continue the demonstration project for a period of up to six months after the adjustments. This will allow staff to make the proposed changes and further analyze the new demonstration elements.

Alternative 3: Option 3 - Approve the motion and resolution directing staff to remove the changes and revert the street to its original alignment and authorizing the City Manager to execute a contract change order. Doing so will remove all the quick build elements on North Brand Boulevard and return the corridor to its original alignment.

Alternative 4: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

Submitted by:

Daniel Hernandez, Director of Public Works

Prepared by:

Sarkis Oganessian, P.E. Deputy Director of Public Works/City Engineer

Armen Avazian, P.E., Principal Civil Engineer

Pastor Casanova, T.E., Principal Traffic Engineer

Arek Harmandayan, T.E., Senior Traffic Engineer

Approved by:

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

EXHIBITS/ATTACHMENTS

- Exhibit 1: Project Location Map for North Brand Boulevard Complete Streets Demonstration Project.
- Exhibit 2: Revised Plan No. 49-259R Showing the Recommended Adjustments to the Project Corridor
- Exhibit 3: Revised Plan No. 49-259R Showing the Recommended Two-Way Cycle Track Adjustments to the Project Corridor
- Exhibit 4: KOA Before and After Project Report dated December 2024