

EXHIBIT 2

MEMORANDUM

January 21, 2025

Project: Glendale Vision Zero Safety Action Plan

Re: Glendale Vision Zero – Prioritization Outputs

As part of the Glendale Vision Zero Action Plan, the City of Glendale must be able to direct resources to safety treatments on roadways with the greatest needs. This memo outlines the framework that the City can use to direct those resources and summarizes the initial outputs when that framework is applied to Glendale's roadways.

The overall prioritization process utilizes quantitative metrics that reflect priorities shared by the Project Development team and the City project team. These include:

- Vulnerable Road User (VRU) Crashes
- Total Crashes of All Modes
- Inclusion on Overall HIN
- Total KSI Crashes
- Healthy Places Index

As the framework is applied in the future and utilized in identifying projects at prioritized locations, qualitative factors such as the following could be used, but are not required, to adjust locations and their extents. Inclusion of qualitative factors for future adjustments is at the discretion of the City:

- Citywide Traffic and Mobility Study (CTMS) public comments
- Consolidation of parallel or adjacent corridors
- Alignment with Glendale TIP and other planned projects
- Opportunities for quick-build

Scoring Process

Following presentation of proposed priority factors to the Project Development Team (PDT) in September 2024, the below quantitative scoring process was developed. The PDT provided direction to focus on overall crash frequency and KSI crashes, and recommended survey comments be included as a qualitative step. Scores were updated following the PDT meeting, in October 2024, in consultation with City staff.

Crashes were derived from the Statewide Integrated Traffic Records System/Transportation Injury Mapping System dataset of crashes on local Glendale streets, and the Healthy Places Index (HPI) was utilized as an equity metric to reflect socioeconomic needs in the City.

Table 1. Quantitative Scoring Approach

Prioritization Factor	Points	Score Type	Note
Number of KSI Crashes (All Modes)	0 - 10	By Percentile, or no score	Number of KSI crashes within 100 ft of intersection/segment
Equity Score (Healthy Places Index Score)	1-8	By percentile, across scores within city	For any segment that crosses multiple equity score polygons, use the highest equity need score
Number of Crashes (All Modes)	0 - 8	By Percentile, or no score	Number of crashes within 100 ft of intersection/segment
Presence on High Injury Network	0 - 5	By overlap with HIN	Percent overlap with HIN (e.g., a segment 50% on HIN scores 2.5 points)
Number of Vulnerable Road User Crashes (Bicycle- and Pedestrian-Involved)	0 - 4	By quartile, or no score	Number of VRU crashes within 100 ft of intersection/segment

Overview of the Prioritization Scoring

Scores for each segment and intersection were determined through the approach and metrics detailed in Table 1. The total possible points for each metric are shown in the second column. The differing number of possible points reflects the overall emphasis on each factor. For example, KSI crashes yield the most points as they reflect the most serious crash types and indications of safety need.

Scores for most metrics are determined by percentile as noted in the Score Type column, comparing how they place among all other segments or intersections in the city. After the scoring process, these are summed into one overall score for the segment or intersection.

How does the percentile score work?

A percentile reflects the distribution of a metric across other segments or intersections: a segment in the 85th percentile of crashes means that 85% of street segments saw fewer crashes. That percentile is then adapted to the respective point amount proportionally, such that segments in the 50th percentile receive half the possible points, the 100th percentile receive full points, and so on.

For example, a segment of Los Feliz Road between San Fernando Road and Central Avenue had 2 KSI crashes (97th percentile across all segments, 9.77 points out of 10), 54 overall crashes (highest percentile, 8 points of 8), and 12 VRU crashes (highest quartile, 4 points of 4). It also fully overlapped the HIN, receiving the full 5 points, and had an HPI score placing it in the 87th percentile, or 6.99 points out of 8. Added together, this yielded a score of 33.76 points. For further information on how segment scores were weighted into aggregated corridors, please see the Segment Prioritization section below.

Prioritization Outputs

Intersection Prioritization

Table 2 below shows the top 30 highest-scoring intersections in Glendale using the quantitative prioritization framework, as mapped on Figure 1. Intersections were generated based on connections in the city street grid,

with additional intersections manually added where Glendale streets connect to local freeways via on- and off-ramps. High-scoring intersections are generally centered in central and western Glendale, along major corridors such as Glenoaks Boulevard, Broadway, and Glendale Avenue.

Figure 1. Top 30 Prioritized Intersections

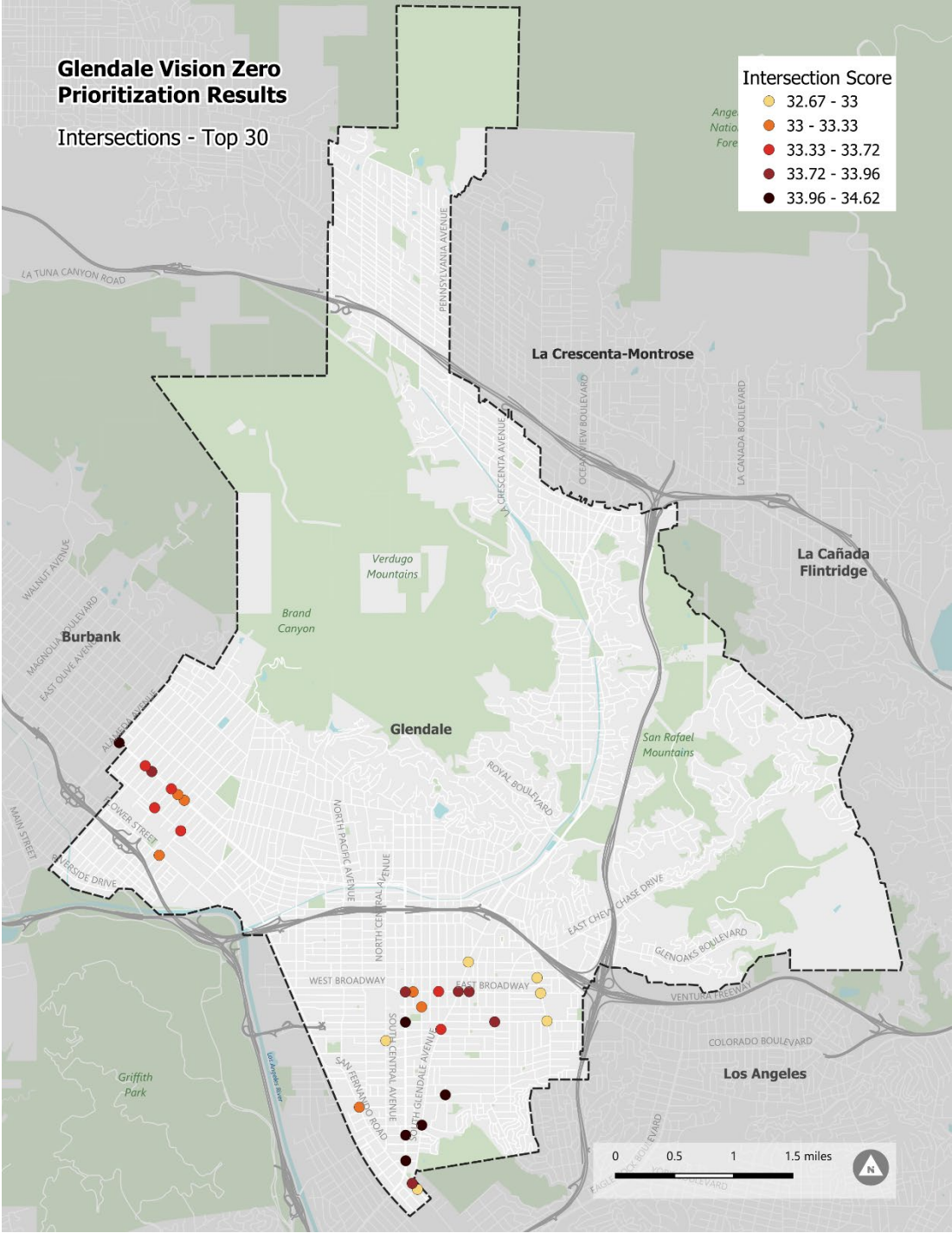


Table 2. Prioritized Intersections - Highest 30 Scoring

Street Name 1	Street Name 2	Total KSI Crashes	Total Score	Rank (Including Ties)
Cerritos Avenue	Brand Boulevard	2	34.62	1
Alameda Avenue	Glenoaks Boulevard	2	34.28	2
Cypress Street	Glendale Avenue	1	34.07	3
Los Feliz Road	Brand Boulevard	1	34.01	4
Boynton Street	Chevy Chase Drive	1	34.01	4
Colorado Street	Brand Boulevard	1	33.99	5
Broadway	Brand Boulevard	1	33.95	6
San Fernando Road	Glendale Avenue	1	33.94	7
Broadway	Glendale Avenue	1	33.92	8
Broadway	Everett Street	1	33.9	9
Colorado Street	Adams Street	1	33.85	10
Irving Avenue	Glenoaks Boulevard	4	33.75	11
Western Avenue	Glenoaks Boulevard	1	33.7	12
Allen Avenue	Glenoaks Boulevard	1	33.67	13
Broadway	Jackson Street	1	33.59	14
Elk Avenue	Glendale Avenue	2	33.46	15
San Fernando Road	Western Avenue	4	33.45	16
San Fernando Road	Sonora Avenue	4	33.41	17

Street Name 1	Street Name 2	Total KSI Crashes	Total Score	Rank (Including Ties)
San Fernando Road	Palmer Avenue	2	33.21	18
Flower Street	Sonora Avenue	2	33.15	19
Broadway	Artsakh Avenue	1	33.1	20
Harvard Street	Louise Street	1	33.1	20
Justin Avenue	Glenoaks Boulevard	1	33.01	21
Glenoaks Boulevard	Winchester Avenue	1	33.01	21
Wilson Avenue	Verdugo Road	2	32.97	22
Central Avenue	Lomita Avenue	2	32.89	23
Colorado Street	Verdugo Road	2	32.87	24
Broadway	Verdugo Road	2	32.87	24
Princeton Street	San Fernando Road	1	32.8	25
California Avenue	Glendale Avenue	2	32.67	26

Segment Prioritization

Segment prioritization followed the same scoring inputs and points allocation as intersections, applied to longer street segment. The highest-scoring segments were identified by filtering all segments with a score of 30 or above. This identified approximately 200 unique segments, which are presented in Figure 2 below. Of these, resulting segments were aggregated into longer corridors when continuous. Where there were small breaks equal to 400 feet or shorter (the length of a typical short block in central Glendale), the corridor was deemed continuous, and that segment was included.

The resulting scores of segments were given weights by their respective length and averaged together to create the weighted average score shown in Table 3. Figure 3 shows where these corridors are located within the city: they include longer segments on Glendale Avenue, Broadway, and Colorado Street, as well as shorter segments on street such as San Fernando Road and Doran Street.

2. Top 200 Prioritized Segments

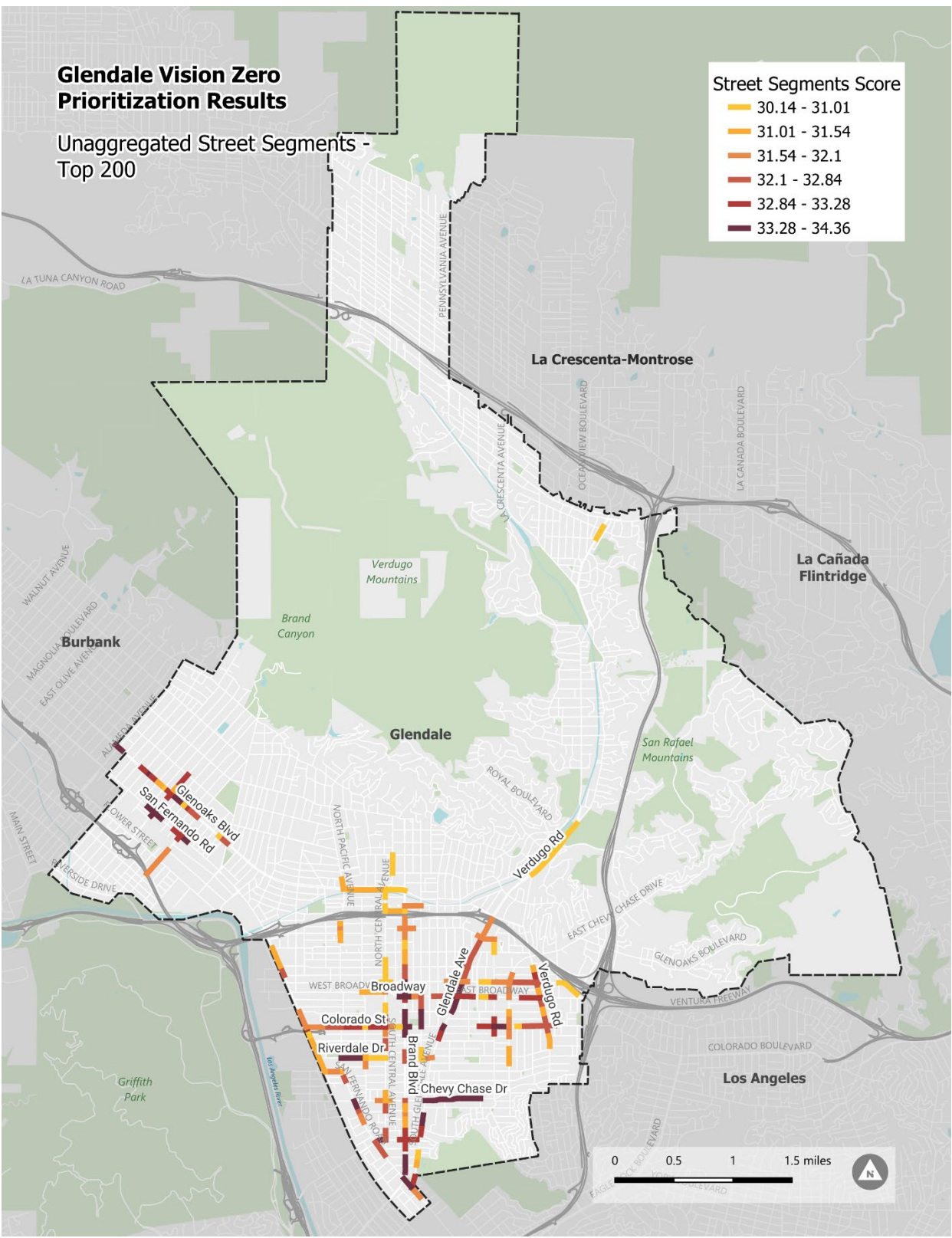


Figure 3. Top 30 Prioritized Corridors

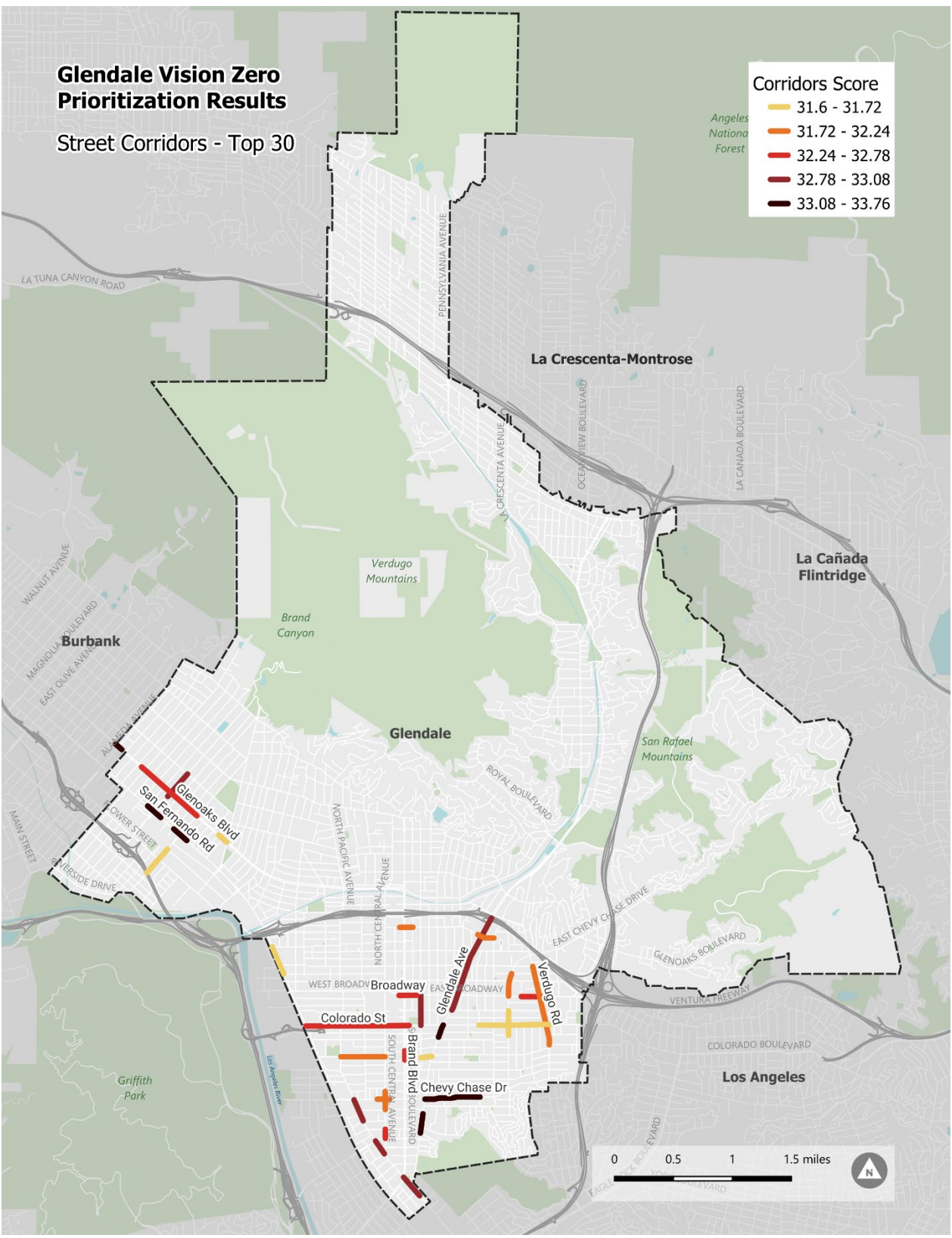


Table 3. Top 30 Prioritized Corridors

Corridor	From	To	Length (Miles)	KSI Crashes	Weighted Avg. Score	Rank (Including Ties)
Glendale Avenue	Lomita Avenue	Colorado Street	0.11	2	33.76	1
Glenoaks Boulevard	Valenica Avenue (approx.)	Spazier Avenue (approx.)	0.07	2	33.72	2
Chevy Chase Drive	Glendale Avenue	La Boice Dr	0.47	2	33.69	3
Glendale Avenue	Madison Way	Palmer Avenue (approx.)	0.16	1	33.43	4
San Fernando Road	Raymond Avenue	Winchester Avenue	0.15	4	33.32	5
San Fernando Road	Grover Avenue	Ruberta Avenue	0.15	4	33.27	6
Western Avenue	San Fernando Road (approx.)	Glenwood Road	0.25	3	33.08	7
San Fernando Road	Glendale Boulevard	Dolores Street	0.21	2	32.97	8
Glendale Avenue	Harvard Street	CA-134 Freeway	0.85	7	32.88	9
San Fernando Road	Chevy Chase Drive	Magnolia Avenue	0.19	3	32.88	9
Louise Street	Broadway	Colorado Street	0.26	1	32.85	11
San Fernando Road	Los Feliz Road	Central Avenue	0.13	1	32.82	12
Broadway	Olive Street	Lukens Place	0.25	3	32.78	13
Broadway	Orange Street (approx.)	Louise Street (approx.)	0.15	2	32.76	14

Corridor	From	To	Length (Miles)	KSI Crashes	Weighted Avg. Score	Rank (Including Ties)
Central Avenue	Cypress Street	Los Feliz Road	0.08	1	32.64	15
Glenoaks Boulevard	Linden Avenue (approx.)	Sonora Avenue	0.62	10	32.43	16
Colorado Street	San Fernando Road	Brand Boulevard (approx.)	0.87	8	32.42	17
Brand Boulevard	Maple Street	Chestnut Street	0.08	1	32.41	18
Riverdale Drive	Pacific Avenue	Central Avenue	0.38	2	32.24	19
Central Avenue	Acacia Avenue (approx.)	Palmer Avenue	0.15	1	32.17	20
Verdugo Road	California Avenue	Rock Glen Avenue	0.68	10	31.95	21
Doran Street	Everett Street (approx..)	Adams Street	0.14	4	31.9	22
Doran Street	Orange Street (approx.)	Maryland Avenue	0.11	4	31.84	23
Chevy Chase Drive	Virginia Place	Central Avenue (approx..)	0.3	2	31.76	24
Glenoaks Boulevard	Grandview Avenue	Newby Street	0.09	1	31.72	25
Maple Street	Louise Street	Glendale Avenue	0.09	1	31.69	26
San Fernando Road	Milford Street	Salem Street	0.25	4	31.66	27
Colorado Street	Cedar Street	Langley Street	0.64	7	31.64	28
Sonora Avenue	Grand Central Avenue	I-5 Freeway	0.27	2	31.64	28

Corridor	From	To	Length (Miles)	KSI Crashes	Weighted Avg. Score	Rank (Including Ties)
Chevy Chase Drive	Harvard Street	Elk Avenue	0.21	2	31.61	30

Next Steps

Following the review of the quantitative prioritization outputs and any subsequent adjustments, the outputs lists may be evaluated, with City direction, against the qualitative criteria described in the process overview to determine if any projects should be shifted to a higher or lower priority based on those metrics. For example, a location that is ranked 10th on the list using quantitative analysis might be shifted to a higher priority if it can leverage an adjacent project or a project on the CIP list. Another location might be shifted to a higher priority for quick-build potential if there is an upcoming planned restriping of the corridor in which a road diet or a quick-build intersection daylighting could be implemented at the same time. Additional adjustments may be based on criteria such as the following:

- Public comments received through the CTMS survey
- Consolidation or separation of adjacent or parallel corridors, with City input
- Adjustments based on alignment with planned projects identified by the City
- Opportunities for quick-build implementation and pilots