



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Adopts Plans and Specification for the La Crescenta Avenue Rehabilitation Project

- 1) Resolution adopting the Plans and Specification for the La Crescenta Avenue Rehabilitation Project, Specification No. 3829, Plan Nos. 1-3071, 3-1572, 4-649, 4-650, 18-114, 49-247, 50-638, 50-639, 50-648, 50-672, 50-673, 50-698, 50-699, and 70-113; and directing the City Clerk to Advertise for Bids.

COUNCIL ACTION

Item Type: Consent Calendar

Approved for February 6, 2024 **calendar**

EXECUTIVE SUMMARY

The construction plans and specification have been completed for the La Crescenta Avenue Rehabilitation Project that will add new traffic control devices, new street pavement, new bicycle facilities, creative crosswalks, stormwater infiltration systems, sewer capacity improvements, and traffic signal improvements in the project area. The intent of this item is for the City Council to adopt the project plans and specification and authorize the City Clerk to advertise for bids.

RECOMMENDATION

Approve the Resolution to adopt the Plans and Specification for the La Crescenta Avenue Rehabilitation Project, Specification No. 3829, Plan Nos. 1-3071, 3-1572, 4-649, 4-650, 18-114, 49-247, 50-638, 50-639, 50-648, 50-672, 50-673, 50-698, 50-699, and 70-113; and direct the City Clerk to Advertise for Bids.

ANALYSIS

As part of the Public Works Department's (PWD) ongoing Capital Improvement Program (CIP) efforts to improve the condition of the city's roadways, the plans and specification have been prepared for the La Crescenta Avenue Rehabilitation Project. Additionally, the Bicycle Transportation Plan (BTP) adopted by City Council in 2012, identifies La Crescenta Avenue as a study corridor for the implementation of bicycle infrastructure improvements. To proceed with the development of the project plans, a Traffic Corridor Study (TCS) was conducted to study the existing conditions of the roadway segments to determine the feasibility of incorporating active transportation improvements within the project limits. The TCS studied the feasibility of realigning the roadway and modifying travel lanes to implement new bicycle facilities, utilizing a vehicle miles traveled (VMT) analysis, as well as level of service (LOS) analyses for intersection operations to gain additional insight into the roadway realignment efforts. The study resulted in various design alternatives that were shared with the community and various stakeholders over multiple engagement events with the purpose of selecting a design alternative that could accomplish the project's main goals.

Based on the analysis and a comparison of various alternatives, the alternative of curb-running protected bicycle lanes and Class II bicycle lanes was recommended by staff, the Transportation and Parking Commission, and subsequently approved by the City Council to be incorporated as part of this project, resulting in an improved active transportation facility.

Project Location

The project is located on La Crescenta Avenue between North Verdugo Road and Montrose Avenue. Land uses along the project consists of a mix of commercial facilities, single family, and multifamily homes.

The project scope of work includes the following:

- Selective removal/reconstruction of deteriorated pavement and placement of asphalt concrete pavement;
- Resurfacing of 1.7 centerline miles of street pavement;
- Selective removal, repair, and reconstruction of approximately 4,900 linear feet of damaged curbs and gutters, and 44,500 square feet of sidewalks, driveways, cross gutters, alley aprons, and local depressions;
- Construction and modification of 59 curb ramps to meet ADA guidelines;
- Upsize of approximately 3,000 linear feet of sanitary sewer main and 200 linear feet of sanitary sewer repairs and lining;
- Adjustment of existing manholes, utility valves, and water meters to finished

grade;

- Planting of 21 new street trees;
- Realignment of six intersections;
- Modification of existing traffic signals at four intersections;
- Removal and replacement of existing traffic striping and pavement markings;
- Repurposing a travel lane in each direction and installation of center two-way left turn lane;
- Installation of 11,500 linear feet of new class IV protected bicycle lanes and 5,500 linear feet of new class II bicycle lanes;
- Installation of bicycle friendly catch basin surface grates;
- Installation of ten drywell and three bio-retention facilities;
- Installation of new reflective pavement on Paloma Avenue between La Crescenta Avenue and Downing Avenue;
- Installation of four creative crosswalks;
- Installation of fiber optic infrastructure at various locations;
- Installation of new traffic signal at the intersection of La Crescenta Avenue and Oakmont View Drive;
- Installation of new pedestrian hybrid beacon (PHB) at the intersection of La Crescenta Avenue and Piedmont Avenue;
- Installation of new Mid-block signalized bicycle crossing on La Crescenta Avenue between Las Palmas Avenue and Arlington Avenue, and
- Traffic Signal Modifications at the following intersections:
 - a. La Crescenta Avenue and Montrose Avenue
 - b. La Crescenta Avenue and Honolulu Avenue
 - c. La Crescenta Avenue and Shirleyjean Street
 - d. La Crescenta Avenue and Roselawn Avenue

Pavement Rehabilitation

The project will resurface the entire project corridor, which involves the rehabilitation of existing street pavement that has deteriorated beyond normal maintenance work. It typically consists of the removal of the top 2-inches of existing Asphalt Concrete (AC) pavement, followed by the placement of 2-inches of ARHM pavement wearing surface. This method of street resurfacing improves the ride of the roadway, and the structural integrity of the pavement, and begins a new service life for the street.

Intersection Realignment

As part of any major CIP project, PWD evaluates existing intersection conditions to identify pedestrian mobility and safety improvements. To take advantage of economies of scale, PWD includes realignment and improvements of previously identified deficient intersections to upcoming CIP projects.

Intersection realignments as part of this project include extending curb configurations, shortening crosswalk lengths, removal of slip lanes, installation of new ADA-compliant curb ramps, and installation of new signing and striping.

Bicycle Facilities

Class II and Class IV bicycle infrastructure improvements will be implemented at the following locations:

- Curb-running Class IV protected bicycle lane installation on southbound La Crescenta Avenue between Sycamore Avenue and North Verdugo Road;
- Curb-running Class IV protected bicycle lane installation on northbound La Crescenta Avenue between Glenwood Avenue and North Verdugo Road;
- Class II bicycle lane installation on southbound La Crescenta Avenue between Montrose Avenue and Sycamore Avenue, and
- Class II bicycle lane installation on northbound La Crescenta Avenue between Montrose Avenue and Glenwood Avenue.

Tree Plantings

A total of 21 new street trees will be planted in vacant locations to infill the street canopy and expand the urban forest as part of this project along the entire corridor on La Crescenta Avenue between North Verdugo Road and Montrose Avenue.

Creative Crosswalks

PWD is working with the Library, Arts, and Culture Department, which has procured an artist through an RFP process to design the creative crosswalks throughout the project corridor. The creative crosswalks will be installed at the following intersections as part of this project:

1. La Crescenta Avenue and Piedmont Avenue;
2. La Crescenta Avenue and Shirleyjean Street;
3. La Crescenta Avenue and Oakmont View Drive;
4. La Crescenta Avenue and Roselawn Avenue.

Americans with Disabilities Act (ADA)

The proposed project includes improvements that will comply with the current Federal ADA guidelines.

Competitive Bidding Process

To successfully implement the project design and to ensure competitive bids, the city will advertise the project on multiple plan holders' websites which publish project bidding documents, distribute the information to their extensive network of contractors, and construction industry contacts.

The project will also be advertised in a local newspaper, the Glendale Independent, prior to bid opening, as well as on Bidnet Direct, which is a web-enabled data service to the public sector, for the dissemination of the building and construction project proposals to their large number of member contractors and consultants. Finally, the project bidding documents will also be posted on the city's website.

The construction of this project is anticipated to begin in June 2024 and is scheduled for completion by December 2024.

STAKEHOLDERS/OUTREACH

The multi-modal benefits to the community as a result of this project will include the following:

- More livable communities;
- Improved safety for all users;
- More walking and bicycling to improve public health;
- Increased transportation choices; and
- Reduced fuel consumption and vehicle emissions, including greenhouse gas reduction and improved air quality with the reduction of VMT.

PWD reached out to Los Angeles County Metropolitan Transportation Authority (Metro) to obtain Measure R funding to help fund portions of the project design and construction. The traffic signal modifications, signing/stripping, bicycle facility, and street improvements in the vicinity of the signalized intersections at Shirlyjean Street and Roselawn Avenue as part of the La Crescenta Avenue Rehabilitation Project are included in Los Angeles County Metro Board's approved project list in the amount of \$1,650,000. Staff has executed a Funding Agreement (FA) with Metro for this project.

Additionally, in August of 2020, staff conducted a virtual public hearing regarding the removal of an existing crosswalk at the intersection of La Crescenta Avenue and Roselawn Avenue. The public hearing was broadcast on the City's YouTube channel. During the public hearing, the public was informed of the reasoning for the removal of the unused crosswalk, and was given the opportunity to ask questions and provide comments, and no objection was filed with the city for the removal of the crosswalk at the south leg of the intersection that leads to an in-accessible area alongside the Verdugo Wash.

Moreover, at approximately 60% project design completion, a virtual community presentation was conducted on February 17, 2022, and approximately 2,100 notifications were sent to property owners and occupants along the project limits notifying them of the meeting and encouraging their participation, which was broadcast as well on the city's YouTube channel. During the meeting, the public was informed of the project details, bicycle infrastructure alternatives, construction schedule, future city and contractor notifications, and the impacts of construction work in the neighborhood. After briefing the City Council on the project status and the community meetings, staff was asked to gain an even better perspective on community input for the critical facility alternative choices, therefore, staff conducted additional outreach to impacted residents, community groups, merchant and community associations, a neighboring town council, and chambers of commerce over the course of six months.

Transportation and Parking Commission (TPC)

On August 18, 2022, staff presented this project to the TPC. The project details were shared, including the bicycle facility alternatives, outreach efforts as of the TPC meeting date, and next steps. The commission then brought forward a motion to support the

bicycle lane installation alternative, and the commissioners voted 3-1 in support of the motion, however, one of the commissioners voting in support of the motion asked for even more outreach to occur.

City Council

On October 18, 2022, staff presented this project to the City Council. The project details were shared, including the bicycle facility alternatives, outreach efforts as of the City Council meeting date, and next steps. The City Council approved the motion to support the alternative proposed by city staff and recommended by the TPC, which includes the installation of Class II bicycle lanes along La Crescenta Avenue.

In addition, at approximately 90% project design completion, an in-person community presentation was conducted on March 8, 2023, and approximately 22,300 notifications were sent to property owners and occupants within the City of Glendale zip codes of 91208, 91214, and 91020, notifying them of the meeting and encouraging their participation. During the meeting, the public was informed on the final project details, bicycle infrastructure alternative, construction schedule, future city and contractor notifications, and impacts of construction work in their neighborhood. As part of the community feedback, staff incorporated the installation of bio-retention facilities, intersection realignments at various locations, and other infrastructure improvements to promote multimodal transportation and improve pedestrian safety.

In summary, and to date, PWD has conducted two general project overview meetings, an additional five in-person meetings, five virtual meetings, two email campaigns, and multiple social media informational updates. As a result of our efforts, we have reached out to multiple stakeholders for this project through a concerted effort and presented to any group or organization from the community who accepted our invitation to speak to them and their membership to publicize the project details to as many impacted stakeholders as possible. Feedback received throughout the process includes in-person comments, emails, and phone calls. Additionally, two social media outreach events took place by the Glendale Police Department and the Montrose Verdugo City Chamber of Commerce to various community stakeholders, including a postcard mailer highlighting the project, directing the community to the proper references for project information, providing contact information, and encouraging the community to provide feedback.

Approximately one month before the commencement of construction, staff will prepare a notification postcard containing essential project details including a link to the project website. The postcard will be sent by mail to the residences and businesses that will be affected by the construction. Additionally, the contractor will be responsible for distributing two distinct door hangers to the affected addresses. One set of door hangers will be provided two weeks prior to the start of any construction activity within the project area, while the second set will be distributed three days before construction begins.

Furthermore, outreach on this project will continue to occur through a dedicated website for the project that is hosted through the City of Glendale domain. The website page

familiarizes the public to the project and to the project team, explains the scope of work and project locations, and provides the public with staff contact information for questions, discussion, and/or input.

FISCAL IMPACT

There is no fiscal impact associated with this report. The current Engineer's estimate for the construction of this project is between \$17,000,000 and \$19,000,000, a portion of which was not included as part of the FY 2023-24 budget. Therefore, staff will be requesting for new appropriations or shifting of existing appropriations from other projects at the time of the contract award.

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: Do not approve the Resolution adopting the Plans and Specification for the La Crescenta Avenue Project. Doing so, however, will not improve the condition of La Crescenta Avenue and active transportation throughout the project corridor.

Alternative 2: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

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Approved by:

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EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map