



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE CITY COUNCIL**

AGENDA ITEM

Report: San Fernando Road Beautification Project Phase I, Adopt Plans and Specification

- 1) Resolution adopting the Plans and Specification for the San Fernando Road Beautification Project Phase I, Specification No. 3973, Plan Nos. 1-3121, 18-117, 49-262, 50-712, 50-713, 50-714, and 50-715; and directing the City Clerk to Advertise for Bids.

COUNCIL ACTION

Item Type: Consent Calendar

Approved for November 28, 2023 **calendar**

EXECUTIVE SUMMARY

The construction plans and specification have been completed for the San Fernando Beautification Project Phase I. When completed this project will add drought tolerant landscaping, new street pavement, new bicycle facilities, creative crosswalks, stormwater infiltration systems and accessibility improvements in the project area. The intent of this item is for the City Council to adopt the project plans and specifications and authorize the City Clerk to advertise for bids.

RECOMMENDATION

Approve the Resolution to adopt the Plans and Specification for the San Fernando Road Beautification Project Phase I, Specification No. 3973, Plan Nos. 1-3121 and 18-117, 49-262, 50-712, 50-713, 50-714, and 50-715; and direct the City Clerk to Advertise for Bids.

ANALYSIS

The Public Works Department (PWD) received direction from the City Council to beautify the San Fernando Road corridor alongside the railroad tracks. This portion of San Fernando Road is also part of the remaining phase of the city's planned capital improvements on San Fernando Road.

To accomplish this goal, PWD successfully applied for and received \$5 million dollars in grant funds from the Clean California Local Grant Program (CCLGP) for the beautification of San Fernando Road, with a strict deadline to complete construction by June 30, 2024.

Furthermore, to comply with the grant deadline, the project will be constructed in two phases, with the first phase located between Grandview Avenue and Elk Avenue, which runs parallel to the railroad, and the second phase located between Grandview Avenue and the City of Burbank jurisdictional limits, at Alameda Avenue.

As part of this project, new drought-tolerant, native landscaping will be planted on the west side of the roadway along the railroad tracks and will provide ground cover and beautify the blight of the railroad tracks. Upgraded sidewalks will be provided on the east side of the roadway, creating uninterrupted access, and providing greater areas for vegetation, increasing pervious surfaces, and reducing stormwater runoff to improve water quality. Additional improvements will include high visibility and creative crosswalks at intersections, upgraded bus stop amenities and bus shelter improvements, median islands with bioswale infrastructure between Grandview Avenue and Elk Avenue, drywells, curb bulb-outs, and improved Americans with Disabilities Act (ADA) ramps at roadway intersections. All project improvements will be located within city-owned public right-of-way on the western and eastern sides of San Fernando Road.

To proceed with project plan development, a Traffic Corridor Study (TCS) was conducted to study the existing conditions of the roadway segments to determine the feasibility of incorporating active transportation elements within the project implementation deadline. The TCS studied the feasibility of modifying travel lanes, implementing new bicycle facilities, and installing raised medians by conducting vehicle miles traveled (VMT), level of service (LOS) for intersection operations only, and parking utilization analyses. 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 and be able to be constructed within the constraints of the grant funding deadline.

The Bicycle Transportation Plan (BTP) adopted by City Council in 2012, recommends the installation of a Class I bicycle route that runs parallel to San Fernando Road in the railroad's right-of-way, and outside of San Fernando Road. However, since the California High-Speed Rail Authority intends to use this same right-of-way, staff studied the feasibility of incorporating bicycle infrastructure outside of the railroad's right-of-way. The TCS developed alternatives for the potential installation of bicycle infrastructure along this route. By exploring these alternatives, aimed to find practical solutions that accommodate the needs of all roadway users, while enhancing safety and accessibility within the corridor, improving the function of the roadway, and minimizing adverse impacts to the businesses, residents, and neighborhoods that are served by the corridor.

Staff engaged the services of a professional engineering consultant, Mark Thomas and Company, Inc. (Mark Thomas), to assist with the preparation of the study. Mark Thomas and their subconsultants conducted a comprehensive study of the San Fernando Road corridor, considering the current traffic conditions, levels of cut-through traffic, roadway constraints, and parking utilization, and developed conceptual roadway alternatives for consideration. The study provided valuable insights and data to inform the decision-making process, ensuring that any improvements align with the city's goals for this project and the grant funding deadlines.

Based on the analysis and a comparison of various alternatives, an alternative was recommended by staff and the Transportation and Parking Commission, and subsequently approved by the City Council to be incorporated as part of the project. This alternate included the installation of a dedicated bicycle lane in the southbound direction on San Fernando Road between Grandview Avenue and Elk Avenue, resulting in an improved active transportation facility, while also beautifying San Fernando Road, and preserving on-street parking.

Project Location

The project is located on San Fernando Road between Elk Avenue and Grandview Avenue. Land uses along the project consist of a mix of commercial facilities and warehouses with some retail/office use.

The project scope of work includes the following:

- Surface grinding and placement of approximately 1.6 centerline miles of asphalt rubber hot mix (ARHM).
- Selective removal, repair, and reconstruction of approximately 2100 linear feet of damaged curbs and gutters, and 28,480 square feet of sidewalks, driveways, cross gutters, alley aprons, and bus pads.
- Construction of approximately 17,900 square feet of center median islands.
- Modification and reconstruction of approximately 25 existing curb ramps to meet current ADA standards.
- Adjustment of existing manholes and water meters to finished grade.
- Removal and replacement of existing traffic striping and pavement markings.

- Installation of 8,500 linear feet of new class II bicycle lane and 8,500 linear feet of new bicycle route (class III) with green shared roadway bicycle pavement markings (B-Type Sharrows).
- Improve 12 intersections with 15 curb extensions for pedestrian safety.
- Planting of 120 new street trees.
- Planting of approximately 5,500 shrubs and groundcover plants.
- Installation of six drywells.
- Installation of 21,000 square feet of bioswales.
- Bus stop improvements at three locations.
- Traffic signal modifications at the following intersections:
 - San Fernando Road and Colorado Street
 - San Fernando Road and Harvard Street
 - San Fernando Road and California Avenue
 - San Fernando Road and Highland Avenue

Pavement Rehabilitation

The project will also 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 Realignments

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 existing curb configurations, shortening crosswalk lengths, implementing all-way-stop controlled intersections, installation of new ADA-compliant curb ramps, and installation of new signing and striping.

Bicycle Facilities

Class II bicycle lane installation at the following location:

- Class II dedicated bicycle lane installation on southbound San Fernando Road between Highland Avenue and Elk Avenue;
- Green colored bicycle lane intersections treatments for southbound Class II dedicated bicycle lane, and
- Class III shared bicycle route with green colored shared roadway bicycle pavement markings (B-Type Sharrows) on northbound San Fernando Road between Highland Avenue and Elk Avenue.

Tree Plantings

A total of 120 new street trees will be planted in vacant locations and along the new proposed median island to infill the street canopy and expand the urban forest as part of this project along the entire project corridor on San Fernando Road between Highland Avenue and Elk Avenue.

Creative Crosswalks

PWD is working with the Library, Arts, and Culture Department, which will procure an artist through an RFP process to design the creative crosswalks throughout the project corridor. The designs will be approved by the Library, Arts, and Culture Commission, and then later, by the City Council, and ultimately be installed at the following intersections as part of this project:

- San Fernando Road and Colorado Street;
- San Fernando Road and Harvard Street;
- San Fernando Road and Wilson Street;
- San Fernando Road and California Avenue, and
- San Fernando Road and Highland Avenue.

ADA

The proposed project includes improvements that will comply with 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 January 2024 and is scheduled for completion by June 2024.

STAKEHOLDERS/OUTREACH

Prior to the application of CCLGP funds to beautify and improve the San Fernando Road corridor, a project-specific community engagement campaign was initiated to collect feedback on the project to further support the grant application. As part of the public information campaign, a factsheet was prepared that summarized key components of the project with a link to a brief online survey. This information was provided to the public through an email blast to stakeholder groups and posted on the city's website and social media platforms (e.g., Twitter, Facebook, etc.). PWD also

created a project webpage, which included a brief description of the project and renderings representing potential improvements for the corridor.

Furthermore, the San Fernando Road Beautification Project is an implementation step that was identified from public involvement obtained in completing the South Glendale Community Plan and supports the goals of other city planning efforts. Public engagement materials during the grant application process included a fact sheet that provided an overview of the project's improvements and benefits. It also illustrated examples of several infrastructure elements like curb bulb-outs, planted medians, and sidewalk plantings. The fact sheet also included links to the project website and project survey.

The public showed strong support for the project due to the following expected benefits to the community:

- More livable communities;
- Improved safety for all users;
- More walking to improve public health;
- Increased transportation choices, and
- Greenhouse gas reduction and improved air quality.

After the successful receipt of grant funds and during the pre-design development phase of the project, stakeholder and public outreaches have included the development of a key stakeholder database, updated fact sheets, a dedicated project webpage and storymap, electronic surveys, city stakeholder briefings, door-to-door business and residential canvassing, and an in-person project community open house. All campaigns were further supported by Spanish and Armenian-speaking staff and included print materials in these languages.

- **Email Campaign:** The email ad campaign aimed to inform and engage the community about the upcoming project. Through a series of outreach events and an interactive online platform, our efforts provided opportunities for community members to learn about the project's goals, provide feedback, and share ideas. The campaign successfully generated awareness and fostered active participation from the community, who expressed enthusiasm and eagerness about the project. The insights and feedback gathered were considered in the project's planning, ensuring a collaborative approach that reflects the community's needs. Five email campaigns were sent to more than 300 stakeholders between February and March of 2023.
- **Postcard Mailers:** Approximately 2,250 postcards were distributed to the impacted businesses and residents informing them of the project and the upcoming stakeholder efforts.

- **Social Media Campaign:** Various social media channels, such as Facebook, Twitter, Instagram, and the city webpage, were utilized to reach a wider audience and generate awareness about the project and its alternatives.
- **Community Engagement Workshop:** An in-person public open house was organized to present the findings of the study and provide an opportunity for community members to ask questions, share concerns, and provide feedback. This meeting was advertised well in advance, and the length of the meeting was increased for those who could make it earlier and to accommodate those who returned home from work later in the evening. The meeting was also held locally in the project neighborhood to make it more convenient for the immediately impacted stakeholders to attend.
- **Stakeholder Outreach:** Key stakeholders, including local businesses, community organizations, and neighborhood associations, as well as emergency responders such as the Glendale Police and Fire Departments were directly engaged in the outreach process. A dedicated meeting was arranged with the Glendale Fire Department to ensure their input and concerns were considered.
- **Online Survey-Project Awareness:** Between February 17 to 28, 2023, an online survey was conducted to raise awareness about the project. As a result of this online survey, the top improvements requested by the community were identified.
- **Online Survey-Project Alternatives:** After the development of the initial project alternatives, an online survey was conducted between March 30, 2023, and April 30, 2023, to receive public feedback on the proposed project alternatives.
- **Door-to-door Canvassing:** Since the responses to the online survey represented a very small portion of the businesses along San Fernando Road, Staff decided to complete a door-to-door canvassing effort. The corridor was surveyed on multiple dates, with businesses surveyed on Wednesday, June 7th, and residents on Friday, June 9th, and Saturday, June 10th. The survey encompassed businesses along San Fernando Road from Elk Avenue to Grandview Avenue, as well as the adjacent side streets within an approximate 250-foot radius of San Fernando Road. The canvassed residential area was primarily in the Pelanconi Neighborhood, located north of Grange Avenue.
- PWD staff also held a coordination meeting with the Glendale Fire Department (GFD) and their input highlighted the critical need to balance the benefits of lane reconfiguration with the essential requirement of emergency services. GFD was supportive of any alternative that would not reduce travel lanes on San Fernando Road.

Transportation and Parking Commission (TPC)

On August 21, 2023, 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. Staff recommended the installation of Class III bicycle route with green-back sharrows in both directions along the project corridor because this alternative in the staff's professional opinion, as well as the consultant's opinion, achieved the project and grant goals, and is the immediate business and neighborhood community's preference. This alternative also did not introduce an unprotected bicycle lane and did not limit northbound cyclist connectivity. However, based on the discussion and input received from the TPC, including the idea that having some bike lanes on this road is better than not having any, Alternative 2A, which includes the installation of a Class II bicycle lane in the southbound direction and a Class III bicycle route with green-backed sharrows in the northbound direction, was selected and recommended by the TPC.

City Council

On August 29, 2023, 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 approved by the TPC, which includes the installation of a Class II bicycle lane in the southbound direction and a Class III bicycle route with green-backed sharrows in the northbound direction.

Approximately one month before the commencement of the construction, staff will prepare a notification postcard containing essential project details including a link to the project website. This 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 continues to occur through a dedicated website for the project. The link to this website will be posted on all project outreach notifications such as project signs, postcards, and door hangers. The website page introduces 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 \$9,000,000 and \$10,000,000, 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 based on the bids received.

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 San Fernando Road Beautification Project Phase I. Doing so, however, will not improve the condition of the San Fernando Road and pedestrian and traffic safety in the project neighborhood, and the city must return the grant received from the Clean California Grant Program back to the funding authority.

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

ADMINISTRATIVE ACTION

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EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map