

**MINUTES
REGULAR MEETING
GLENDALE TRANSPORTATION & PARKING COMMISSION
February 28, 2022**

DATE: Monday, February 28, 2022
TIME: 6:00 p.m.
LOCATION: Council Chambers
613 East Broadway, Glendale CA 91206

The regular meeting of the Glendale Transportation and Parking Commission (TPC) of Monday, February 28, 2022 was called to order at 6:08 p.m.

1. REGULAR BUSINESS AGENDA

- a. Roll Call – Nazarian, Lester, Bonstin
Absent: Agrasyn, Yacoubian
- b. Flag Salute – Yazdan Emrani due to absence of Chairperson Agrasyn
- c. Commissioner Lester voted Chairperson Pro tem
Moved: Nazarian *Seconded:* Bonstin
Roll Call: Nazarian, Bonstin, Lester
Absent: Agrasyn, Yacoubian
Abstain: None

2. POSTING OF AGENDA

The agenda for the Monday, February 28, 2022 regular meeting of the Glendale Transportation & Parking Commission was posted by Tuesday, February 22, 2022 before 5:00 p.m. on the bulletin board outside of City Hall.

3. APPROVAL OF MINUTES

- a. **Approval of Minutes for the Regular Transportation and Parking Commission Meeting of October 25, 2021**
Moved: Lester *Seconded:* Nazarian
Roll Call: Nazarian, Bonstin, Lester
Absent: Agrasyn, Yacoubian
Abstain: None

4. ACTION ITEM

- a. **Report regarding recommending to allocate new Measure M M CCS Subregional Funds for the Honolulu Avenue Rehabilitation Project in the amount of \$1,876,827**
Moved: Nazarian *Seconded:* Bonstin
Vote As Follows
Ayes: Lester, Nazarian, Bonstin
Absent: Agrasyn, Yacoubian
Abstain: None

This report was presented by the Public Works Principal Civil Engineer, Sarkis Oganessian and the following are questions and comments from the Commissioners.

Commissioner Questions/Comments:

1. What is MCCS stand for? (Chairperson Pro tem Lester)
 - a. MCCS stands for Modal Connectivity and Complete Streets. Measure M Subregional Funds are comprised of MCCS funds as well as Transit Connectivity Funds. There is a complete streets component and a transit connectivity component.
2. What is the general scope of what is trying to be done? Is this one of the portions of the \$9 million budget? (Commissioner Nazarian)
 - a. Honolulu Avenue is slated on our upcoming 5-year capital improvement program for the Public Works Department, and currently we have an ongoing signal improvement project that is funded by Measure R Subregional Funds due to start construction in the next few months. In getting the Measure M funds granted to us and deciding the project corridors to use these funds for, Honolulu Avenue came to mind. The scope of work will include bicycle infrastructure improvements, either Class II bike lanes, Class IV protected lanes or Class III infrastructure depending on our further studies. It'll consist of pedestrian connectivity improvements, such as new ADA compliant curb ramps, replacement of damaged infrastructure and possible relocation of sidewalks throughout the corridor. It will also consist of transit stop improvements between La Crescenta Avenue and Verdugo Road where transit does currently exist between the Glendale Beeline and Metro. All of this is encompassed in the MCCS component that Measure funding is eligible for.
Also, in the "Fiscal Impact" section of the report, we discuss the project estimate that you referred to of approximately \$9 million. A complete street project of this magnitude equates to about \$3 million per mile, which is a rough engineer's estimate that we have been using in today's dollars and inflation rates. Currently, Measure M has \$1,876,000 in Year 8 funds. In subsequent years, Measure M will have available funds as well but they do not release that until the upcoming year so if Honolulu Avenue is still on our radar and still is a project we are considering then we will look for additional Measure M funding to allocate to this project. There is also Measure R funding that is available as a result of the June 2021 Metro Highway Modernization Policy which allows us to show Measure R Subregional Funds for complete street components. Our goal is to fully fund the project before getting into the design details. We are looking at other ways to fund it as well.
3. I am very encouraged by this project. I believe the bicycle and pedestrian features will be very well received. I appreciate seeing the reference to the Green Street Manual as well. I think there is a lot of potential for Honolulu. You certainly see a lot of cyclists heading up north, and I think there is a lot of potential there with retail and the existing land uses. I'm in support. (Commissioner Bonstin)
 - a. No answer/comment given.
4. Is the Signal Improvement Project you mentioned on Honolulu and Verdugo, or is there another signal further west? (Commissioner Nazarian)
 - a. No, the signal improvement project that is currently ongoing is in the western half of Honolulu Avenue, essentially Lowell Avenue all the way to Pennsylvania Avenue. Anything east of Ramsdell will be covered under this project. At the moment, we have to update all the signal infrastructure that is underground, and since that is pricey, we are trying to get that out of the way before tackling the

- street improvement portion of it. And while tackling the street improvement portion of it, we'll be looking to implement the complete streets element.
5. I believe the Victory Complete Streets Project was mentioned in the report as the recipient of the funds for the first seven years of Measure M so I am interested to know what is the status of that project. (Chairperson Pro tem Lester)
 - a. The Victory Blvd Rehabilitation Project does have complete street components tied to it for the first seven years of Measure M funds. Currently we are undergoing a traffic study for restudying the corridor for multi-modal components. We have a consultant onboard that was elected through the RFP process who is completing the study. We are in the first month of the three-month study and as soon as we have any updates we will share them with you.
 6. The funds that appear to have been set for the Victory Rehabilitation Project was a significant amount, and that full amount was for that project only? (Chairperson Pro tem Lester)
 - a. Yes. As I mentioned, Measure M came to in 2016. Between 2016 and 2018 all the cities that are applicable to each region were told that we will be receiving the first five years of the Measure M Funds all at the same time. Therefore, it wasn't on a yearly basis; we received the funds for the first five years at the same time. In 2019, another two years of funds were allocated to Victory Blvd, and that project is fully funded at this point and should be sufficient to take us through based on our engineering estimates. Victory Blvd in comparison to Honolulu is a much shorter corridor – approximately a mile – but it does have additional signal infrastructure and utility infrastructure that needs some reallocation and potential whiting which is why it's not a \$3 million per mile estimate.
 7. Some of the projects were proposed in the Pedestrian Transportation Plan seem as though they can interface with this. I want to confirm with staff that they are working to review these things, for example, Honolulu at La Crescenta called for a right-turn only lane removal and two curb extensions that were to be designed for future bike lanes which would mean separating them so that the bike lanes go between the curb and the bump-out instead of the traffic lane. I also didn't see any mention of the North Glendale Community Plan. I wanted to confirm that staff was working with the recommendations that are related to this area, specifically Honolulu to La Crescenta that was designed as a pedestrian priority corridor and bike lanes were proposed in the same section too. Has this been part of the consideration? There was no mention of it in the report. (Chairperson Pro tem Lester)
 - a. As part of the Bicycle Transportation Plan, Honolulu Avenue is listed as a study corridor of which this Measure M funding is going to allow us to complete that study corridor analysis. The Bicycle Transportation Plan is also going through an update and a revision and we hope to have that all available before we fully proceed with any recommendations to this corridor. We will also definitely be looking at the North Glendale Community Plan. On page 4 of the report, it indicates we will be consulting the various master plans, programs, policies and initiatives that will apply to this corridor. In addition, we will be looking at any plan in general that references Honolulu Avenue.

5. ORAL COMMUNICATIONS

Discussion is limited to items NOT a part of this agenda. Each speaker is allowed five minutes. The Commission may question the speaker but there will be no debate or decision. There were no speakers for this item.

6. COMMISSION/STAFF COMMENTS/UPDATES

1. Does anyone have an update on the college project's rough timeline? (Commissioner Nazarian)
 - a. My understanding is that it's going to be another year, closer to next November or December before the completion is done.
2. I'm interested to know about the programs that are underway for our schedule for the next several months to a year in relation to safety measures, specifically pedestrian and cyclist safety. What is the City of Glendale doing to make strides of improvements? I am requesting a report with programs and anything upcoming that is underway. (Commissioner Bonstin)
 - a. We will compile a report and have it ready at a future meeting.

7. ADJOURNMENT: 6:34 p.m.

Moved: Nazarian *Second:* Lester