



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Installation of Class II Bike Lanes and Creative Crosswalks Project

1. Resolution adopting the Plans and Specifications for the Installation of Class II Bike Lanes and Creative Crosswalks Project, Specification No. 3903, Plan No. 49-252; and directing the City Clerk to Advertise for Bids.
2. Resolution of Appropriation to transfer and appropriate funds for the Installation of Class II Bike Lanes and Creative Crosswalks Project

COUNCIL ACTION

Item Type: Consent Calendar

Approved for August 10, 2021 **calendar**

ADMINISTRATIVE ACTION

Submitted by:

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Prepared by:

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Reviewed by:

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Michael J. Garcia, City Attorney

Approved by:

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

RECOMMENDATION

1. Staff respectfully recommends that the City Council approve the Resolution adopting the Plans and Specifications for the Installation of Class II Bike Lanes and Creative Crosswalks Project, and directing the City Clerk to Advertise for Bids; and Resolution of Appropriation to transfer and appropriate funds for the Installation of Class II Bike Lanes and Creative Crosswalks Project.

BACKGROUND/ANALYSIS

In May 2019, the Metro Board of Directors awarded the City of Glendale a reimbursable grant to host CicLAvia Glendale Meets Atwater Village on June 14, 2020. The goals of the program were to encourage sustainable modes of transportation (biking, walking and transit), and provide an opportunity for civic engagement that supports the development of multi-modal policies in cities.

Due to the onset of the COVID-19 pandemic and the County of Los Angeles Department of Public Health “Safer at Home Order”, the City has opted to reallocate the Open Streets grant funds towards the installation of Class II bicycle lanes and creative crosswalks.

On May 4, 2021, the City Council reviewed the Open Streets Program Response to COVID-19 Guidelines, and determined that the Open Streets program could not be safely implemented. Staff was directed to repurpose the CicLAvia Glendale Meets Atwater Village grant funds towards the implementation of bicycle infrastructure improvements and pedestrian safety improvements. The application of both improvements will require the City to design and bid out the project for construction. The City will open bids and award a construction contract to the lowest responsive and responsible bidder, and manage the construction of the contract.

The original Scope of Work (Exhibit 2) and Financial Plan (Exhibit 3) are attached as reference, along with the revised Scope of Work (Exhibit 4) and revised Financial Plan (Exhibit 5).

Installation of Class II Bicycle Lanes

The City of Glendale has embraced a vision for an active and healthy community, where bicycling can serve as primary form of transportation for residents and visitors. City staff, transportation officials, local advocates, residents, local employees, business owners, transit officials, school staff, and others collaborated to make this Plan one that serves the needs of different types of users and a number of purposes. Enhanced bicycle infrastructure coupled with supportive policies can create a significant cultural change and make cycling a way of life. This Plan aims to increase the safety and attractiveness of bicycling in Glendale, and increase the number of trips made by bicycle.

Approximately 1.15 miles of new Class II bicycle lanes will be installed on the following routes:

1. Glenwood Road between Grandview Avenue and Virginia Avenue; and
2. Honolulu Place between Honolulu Avenue and Pennsylvania Avenue.

Installation of Creative Crosswalks

Creative crosswalks can make tangible impacts. A painted crosswalk can benefit pedestrians by directing them to cross at locations where appropriate traffic control, including traffic signals or adult school crossing guards exist. Drivers tend to stay out of pedestrian crosswalks if the crosswalks are delineated with paint striping. Painted crosswalks serve as another reminder for motorists to stop clear of the intersection. They also encourage pedestrians to cross at the intersection rather than risk a mid-block crossing.

High visibility crosswalks clearly delineate the pedestrian zone and make people crossing more visible. Installation of high-visibility crosswalks has been shown to have the following benefits:

- a. Painted crosswalks are an essential tool for helping pedestrians move safely, conveniently and predictably across roadways. Crosswalks can also provide a unique streetscape design treatment to emphasize pedestrians' presence and primacy;
- b. Painted crosswalks alert drivers to expect crossing pedestrians and to direct pedestrians to desirable crossing locations. Although many motorists are unaware of their precise legal obligations at crosswalks, the California Vehicle Code requires drivers to yield to pedestrians in any crosswalk, whether marked or unmarked;
- c. Streetscape design should emphasize high visible crosswalks as a fundamental part of the pedestrian realm, not as an intrusion into the roadway reserved for vehicles only;
- d. Increase in the proportion of pedestrians who look for vehicles before beginning to cross;
- e. Significantly increase the distance at which drivers yield to pedestrians; and
- f. Reduce pedestrian collisions up to 48%.

As part of this project, creative Crosswalks will be painted at the following locations:

1. Glendale Avenue and Broadway
2. Glendale Avenue and Maple Street
3. Colorado Street and Brand Boulevard
4. Brand Boulevard and Broadway
5. Wilson Avenue and Central Avenue
6. Pacific Avenue and California Avenue
7. Central Avenue and Stocker Street
8. La Crescenta Avenue: Montrose Avenue to Honolulu Ave.

2020 Metro Open Streets Grant Program

During 2019, Metro created a \$1.0 million competitive grant mini-cycle to create additional open streets events in Los Angeles County. Per the direction of the Glendale City Council, staff applied for a grant to host another open streets event. The City of Glendale was the lead applicant for the grant, with the City of Los Angeles serving as the secondary applicant for the portion of the route within its jurisdiction. In May 2019, the Metro Board of Directors awarded the applicants a reimbursable grant in the amount of \$241,136, with the City of Glendale contributing a local match of \$60,284. On July 19, 2021, the City of Glendale requested a scope change via a notice of change to Grant ID# CYC201. Metro staff will review the scope change and issue an amendment to the existing Grant Agreement. Funds need to be expended by December 31, 2021 to be eligible for reimbursement.

Americans with Disabilities Act (ADA)

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

Environmental Review

This project is Categorically Exempt under the provisions of the California Environmental Quality Act as a Class 1 Exemption pursuant to the California Code of Regulations, Title 14, Section 15301.

Availability of Plans and Specifications

A copy of the plans and specifications is available for review on the City website.

Anticipated Project Schedule

The construction of this project is anticipated to begin in October 2021 and be completed by December 2021.

FISCAL IMPACT

The engineer's estimate for the construction of this project is between \$200,000 and \$300,000.

It is requested that \$241,136 be derived from a new appropriation and that \$60,284 be derived from transferring existing appropriations as follows:

- a. Appropriate \$241,136 from Local Grants, CIP Reimbursement Fund, Public Works, Account No. 34301-4090-PWD to Construction, CIP Reimbursement Fund, Public Works, Projects; FY2020 Open Streets Grant, Budget, CIP Reimbursement Fund, Account No. 52100-4090-PWD-0020; PWD00715AG-BUDGET-4090.
- b. Transfer \$60,284 from Contractual Services, Grant Fund, Community Development; CicLAvia June 2020, Budget, Account No. 43110-2160-CDD; CDD00241AG-BUDGET-0000 to Construction, CIP Reimbursement Fund, Public

Works, Projects; FY2020 Open Streets Grant Match, Budget, CIP
Reimbursement Fund, Account No. 52100-4090-PWD-0020; PWD00715BN-
BUDGET-4090.

ALTERNATIVES

The alternatives relating to the proposed resolution are as follows:

Alternative 1: Approve the attached Resolutions. This project will allow CicLAvia Funds to be repurposed for the installation of Class II Bike Lanes and Creative Crosswalks.

Alternative 2: Do not approve attached Resolutions. CicLAvia Funds will not be repurposed and will be returned to Metro.

Alternative 3: The City Council may consider any other alternative not proposed by staff.

EXHIBITS

- Exhibit 1: Project Location Map
- Exhibit 2: Original Scope of Work
- Exhibit 3: Original Financial Plan
- Exhibit 4: Revised Scope of Work
- Exhibit 5: Revised Financial Plan