



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Space 134 Freeway Ramps Preliminary Engineering Study

- (1) Motion to Note and File Space 134 Freeway Ramps Preliminary Engineering Study and Directing Staff on Next Steps of the Space 134 Freeway Ramps Project

COUNCIL ACTION

Item Type: Action Item

Approved for November 16, 2021 **calendar**

EXECUTIVE SUMMARY

In November 2018, City Council authorized staff to hire ARUP North America Ltd, to study and develop the road and transportation network surrounding a proposed Space 134 “freeway cap park” as it passes through downtown Glendale. Focusing on traffic and structural engineering, the purpose of this study is to further refine the complex relationship between the Space 134 Cap Park; the 134 Freeway, the city’s street, bicycle, pedestrian, and bus network; City Streetcar study; and a proposed Bus Rapid Transit (BRT) route alternatives currently being designed by the Los Angeles County Metropolitan Transit Authority (Metro).

The intent of this phase (Phase 1) of the project was to develop the 2016 Vision Plan for the Space 134 project and provide a layer of preliminary engineering and concepts to underpin it, develop an initial Rough Order of Magnitude (ROM) cost, and provide the initial environmental scoping including a detailed transportation impact analysis to set the project up for the next phase. A detailed assessment was undertaken for Phase 1 between Central Avenue and Brand Boulevard where the proposed programming was more defined in the Space 134 Vision Plan.

Staff will also present considerations regarding an additional alternative that could be considered. This alternative could include an improved bridge at Brand or Central that could provide modest open space, but significant improvements to the pedestrian and cyclist facilities. If Council wishes to consider the additional study, it could prove to be a lower cost alternative serving as an interim approach to the larger Space 134 vision.

COUNCIL PRIORITIES

- **Economic Vibrancy** – The project could create an iconic place that could be an attraction for locals, visitors, and businesses alike. Improvements to SR-134 could improve traffic conditions and congestion.
- **Safe & Healthy Community** – The project could create recreational space that contributes to the well-being and health of the city.
- **Community Services & Facilities** – The project would create a significant new open space for South Glendale and a citywide park asset.
- **Sustainability** – The project could improve air quality and storm water management, while mitigating negative impacts of the existing freeway.

RECOMMENDATION

That the Council approve the motion to note and file the Space 134 Freeway Ramps Preliminary Engineering Study and to direct staff on the next steps of the project.

BACKGROUND

In 2006, the City Council and the Redevelopment Agency adopted the Glendale Downtown Specific Plan (DSP), a proactive urban design strategy to promote a mixed-use, transit-and pedestrian-oriented downtown. One element of the DSP– also identified in the 2007 Glendale Downtown Mobility Study – is a “freeway cap park” that spans over the 134 Freeway between Brand Boulevard and Central Avenue, creating public open space with a transportation hub at this important junction between local and regional transit.

As cities have grown, the amount of available land for public open space continues to diminish. Simultaneously the demand for open space has increased. Freeway cap parks have served as a means to create much needed iconic and signature public spaces that serve as defining features to cities. They have also assisted in mitigating the negative impacts of freeways such as noise, air pollution, and rainwater capture, serving to improve the surrounding environment.

In 2012, the Southern California Association of Governments (SCAG) awarded Glendale a Compass Blueprint grant to prepare concept plans and a cost benefit analysis for the 134 Freeway Cap Park project, named “Space 134”. A vision Plan was developed, including a conceptual master plan, preliminary structural analysis, a preliminary cost estimate, and a description of potential funding sources and strategies. This effort culminated in City Council approval of the Space 134 Vision Plan in June 2013 (“2013 Vision Plan”).

In 2014, the City was awarded a second SCAG Compass Blueprint grant to refine the vision plan through community outreach and economic analysis. That resulted in the updated and refined Space 134 Vision Plan (“2016 Vision Plan Update”), (Exhibit 1).

Space 134 Study Area

The Space 134 project area as defined in the 2013 Vision Plan is an approximately 1.25-mile-long portion of the 134 Freeway between Pacific Avenue and Glendale Avenue. Downtown is bisected in two by the freeway itself. Completed in 1971, the freeway vastly improved regional connectivity, but severed the neighborhoods to the north from the downtown core and neighborhoods to the south – a condition that the introduction of the Space 134 Cap Park seeks to begin addressing.

Space 134 Cap Park

As described in the 2016 Vision Plan Update, Space 134 is conceived as a multi-purpose “freeway cap park” built over the 134 freeway between Pacific Avenue and Glendale Avenue that provides passive and active open space; programmed community and civic buildings; pedestrian- and bike-friendly paths; and convenient access to transit, including Metro’s proposed BRT line between North Hollywood and Pasadena.

Space 134 is envisioned to relink the well-established residential neighborhoods north of the freeway to downtown Glendale and its civic, cultural, and business offerings to the south; revitalize Downtown’s highway-adjacent neighborhoods; catalyze new development and investment in the city; and allow downtown Glendale to increase its density while maintaining ample space for people to relax, exercise, gather, and participate in events. As outlined by the 2016 Vision Plan Update, Space 134 is comprised of two parts:

- A Downtown Park (The “Heart”), located in the north end of downtown between Central Avenue and Louise Street, is more metropolitan in character, integrating and expanding the vibrancy of downtown with a regional meeting center and concert/event spaces; restaurant/café spaces, coffee kiosks, a “food truck court,” and a farmer’s market; walking trails and a nature park; as well as a mobility hub and associated transit facilities, including a BRT station or bus stops.
- A Neighborhood Park (The “Soul”), located between the residential neighborhoods to the north and to the south of the 134 Freeway between Louise Street and Balboa Avenue, is more local in character, serving the needs of the surrounding residential community with a small community center; community gardens; sports courts and fitness equipment; children’s play areas; a dog park; as well as walking trails and a nature park. Balboa Avenue, which currently does not cross the 134 Freeway, is extended across with a new bridge to provide better connectivity between the neighborhoods on either side of the freeway, offering an alternative to Geneva Street for students walking to R.D.White Elementary School. Similar to the Central Avenue overpass, the eastern-facing side of the bridge could accommodate gateway signage and/or art work. This portion of Space 134 is envisioned as Phase Two.

Space 134 is envisioned to be built in multiple phases, beginning with the portion of the Downtown Park between Central Avenue and Brand Boulevard, as explained above. Depending on Metro’s final North Hollywood – Pasadena BRT route, this first phase

may include the construction of a BRT station and platform and other bus stop facilities. The remaining portions of Space 134 would be built in later, still to be determined, phases. Construction and operation funding is anticipated to be obtained from both public and private sources, as has occurred on similar projects in other North American cities including Klyde Warren Park in Dallas; Millennium Park in Chicago and Rose Kennedy Greenway in Boston. These projects have used innovative techniques to combine grants from multiple levels of government and jurisdictions, in combination with private and local funding.

The 2016 Vision Plan Update reflects preferences and opinions received during three community outreach events:

- May 11, 2015 Earth Day @ 134
- June 24, 2015 Business Mixer at the Alex Theatre
- September 26, 2015 Workshop at R.D.White Elementary

As a park design, the Vision Plan Update reflects community preferences for relatively passive open space features, such as nature trails, playgrounds, and community gardens, with a few active uses, such as community centers, cafes, and sports courts. This current conceptual design, however, is a representation of possibilities and not a final design, as it is expected the park design will continue to evolve as the project reflects greater level of technical study and public input.

Although the Space 134 project has broad support as evidenced in the outreach summaries, a number of relevant questions have been raised about the proposal. This includes concerns about parking for a new central park, construction sequencing and timing, air quality and noise impacts, and traffic. In order to address these issues, staff recommended engaging a technically-focused engineering and environmental planning team to evaluate the current Space 134 proposal and recommend necessary refinements to the Vision Plan.

Base Mapping & Caltrans Requirements

The driver for the initial phase of the project, and developing options for the On and Off-ramps in the corridor, was mapping existing conditions and reviewing the requirements of the Caltrans Transportation Concept Report (TCR), which sets out the requirements for the future (2035) operation of the SR-134 freeway in this corridor, increasing the number of travel lanes within the existing ROW to accommodate HOV vehicles and transit. The geometry of the TCR was overlaid on the existing SR-134 corridor and used to inform the geometric/structural design of the freeway cap, allowing for Cap spans that will accommodate any future widening, if Caltrans elects to do this in line with their TCR. Downstream project approvals will be more efficient if the City plans for the ultimate configuration of the SR-134 now and that was the approach that the ARUP design team took.

ANALYSIS

Project Alternatives and Traffic Analysis

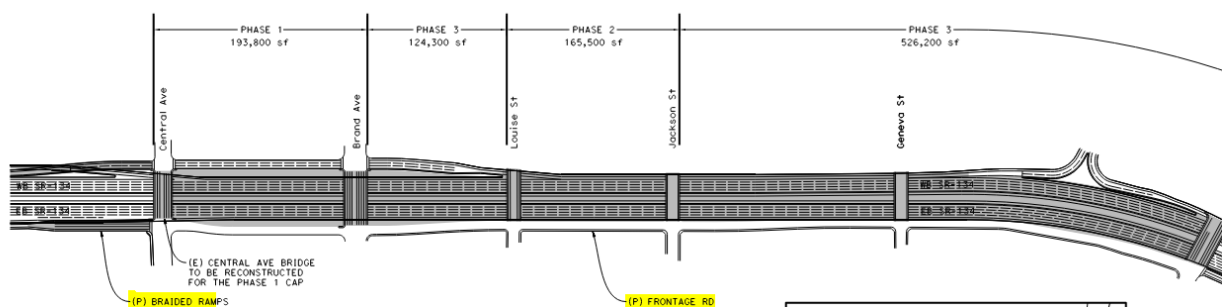
A series of alternatives were developed for both the on- and off-ramps and the Cap programming/land use for Phase 1 of the Cap (between Central Ave and Brand Blvd), linked to incorporating the planned transit systems into the Cap efficiently. The on- and off-Ramp alternatives are somewhat **independent** of the programming/land use alternatives for the Phase 1 Cap, which could be developed without the on and off-ramp modifications.

On and Off Ramps Alternatives

Three alternatives have been carried through this phase of the project and a detailed traffic analysis was undertaken on these alternatives, which briefly comprise the following:

- **Alternative 1:** Provide Braided Ramps between Pacific Ave and Central Ave and a new frontage road between Brand Blvd and Glendale Ave (removing the existing on-ramp at Brand Blvd). This has the overall benefit reducing queuing on the ramps and addressing the current weaving that causes traffic to back up at peak hours. The frontage road could be implemented in later cap phases (i.e. after Phase 1) but it is strongly recommended that the braided ramps are provided at the same time as the development of the Phase 1 Cap. The frontage road has the benefit of removal of the existing hook ramp at Glendale Ave.

Note: The provision of the frontage road between Brand Boulevard and Glendale Avenue would include the removal of the existing on-ramp at Brand Blvd if the “Alternative” Phase 1 Cap (see below) is developed), it would be most cost effective to remove the existing on-ramp from Brand Blvd at that time and develop the proposed frontage road to help compensate for the on-ramp removal in Phase 1.



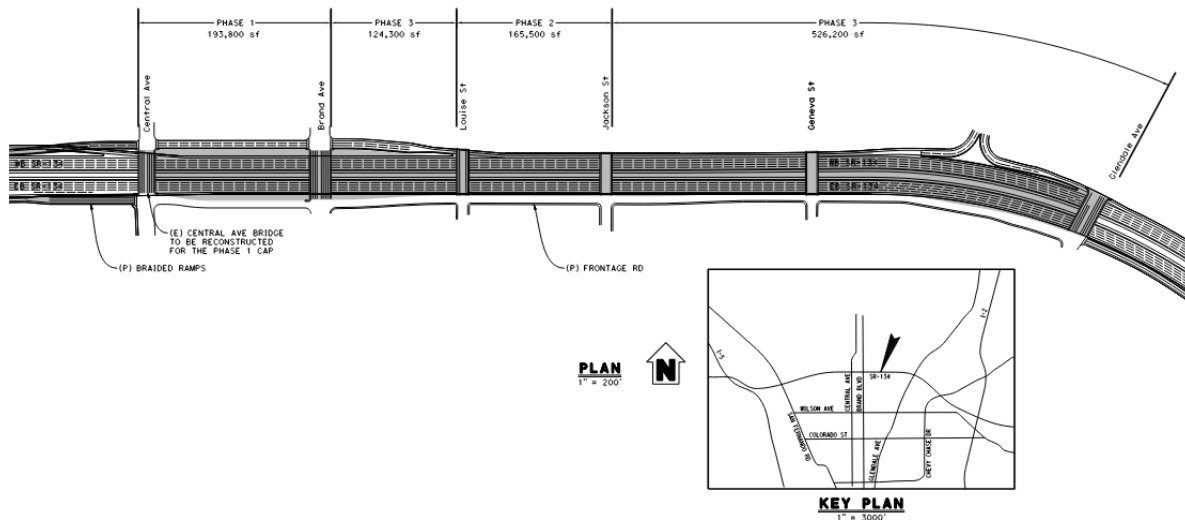
Alternative 1 – Braided Ramps between Pacific Ave and Central Ave and Frontage Road from Brand Blvd to Glendale Ave

- Alternative 2:** Glendale Avenue area improvements, all within the existing ROW. This suite of improvements could be carried out independently of the Cap itself as there are benefits to removing the HOV lane from the SR-134 on-ramp off Glendale Ave and adding a longer length of dual lanes to the on-ramps off Monterey Street by relocating the ramp meter further down the ramp, improving storage from 570ft to 1,788 ft. Striping adjustments on Monterey St and Glendale Ave will also improve general circulation through this busy intersection and provide an optional right turn lane from southbound Glendale Ave onto Monterey Ave to improve intersection performance.



Alternative 2 – Glendale Ave Area Improvements within Existing ROW

- Alternative 3:** Combination of Alternatives 1 and 2 above – this will provide an overall improvement of LOS and queuing reductions on the ramps.



Alternative 3 – Alternative 1 and 2 Improvements (Combined)

Programing /Land Use (Phase 1 Cap)

Two alternatives for the Phase 1 Cap programming/function were developed by the design team that took their lead from the planned Metro BRT and City Streetcar project alignments. The two alternatives briefly comprise the following:

- Baseline** – assumes that the planned Metro BRT system stays on Central Ave (side-running) and the planned City Streetcar system (two-way is on Brand Blvd in the vicinity of the cap). Stations are proposed on each system at the cap, driving the form of the cap to have mobility/transit access at both the east and west sides and providing connectivity between the systems through the Phase 1 cap (as well as incorporating program elements required by the Vision Plan).
- Alternative** – this alternative proposes to use the Brand Blvd for both planned transit systems (side-running in the same lanes) and integrate the stations for each system. Two stations (one in each direction) would be provided at the Phase 1 Cap and an approximate 30 ft. extension of the Phase 1 cap would be required to the east of Brand Blvd to provide the required circulation around the northbound integrated station (see above – it is recommended that the Brand Blvd off-ramp is removed and the proposed frontage road developed if this alternative is pursued). This alternative consolidates a transit hub on the east side of the Phase 1 cap and allows for slightly more flexible programming of the space. It would require a deviation from Metro's current planned preferred alternative alignment for the BRT system though.

Both alternatives assume that the existing Central Avenue over bridge would be reconstructed to accommodate the cap and this has been included in the ROM costs. Due to the limited freeway clearances on the Central Ave side of the Phase 1 Cap, more significant landscaping is proposed on the east side where deeper

planting depths can be achieved while providing the required Caltrans clearances to the freeway below.

Constructability

Construction of the Cap structure is anticipated to comprise the following key elements:

- Reconstruct the existing Central Ave bridge.
- Abutment walls constructed outside of the Caltrans TCR ROW (Cap total span is of the order of 228ft) and RC freeway cover slab supported at mid span by 8ft diameter CIDH piles landing within the central shoulder of the re-stripped freeway below.
- The cap superstructure is assumed to be a precast segmental box girder.

Most of the construction work can be undertaken while keeping the freeway open to traffic by using the widened shoulders to minimize lane closures; however, a short full freeway closures may be required while installing the false work beams of the project. This may cause a traffic diversion on local streets around the construction site. To minimize these traffic impact diversions, traffic control measures can be developed as part of the construction phase of the project.

Rough Order of Magnitude (ROM) Cost

ROM costs were developed in 2021 dollars using adjusted Caltrans unit rates. The elements were costed using the information presented in the Final Report and the approx. costs/sqft were then applied to the later phases (2 and 3) to provide ROM costs for the entire cap, assuming three different phases of construction. The costs for Phase 1 is summarized below:

- | | |
|----------------------------------|---------------|
| • Phase I- Cap Park | \$531,800,000 |
| • Phase 1 – Freeway Improvements | \$109,300,000 |

The costs above do not include the provision of the new frontage road and removal of the existing on-ramp at Brand Blvd.

Parking Study

A parking study was undertaken to assess existing parking inventory within a ¼-mile walkshed of the proposed cap's three phases. It was found that approximately 10,000 publicly accessible spaces are available with 25% of those located on streets, mainly in the surrounding residential neighborhoods.

A parking demand assessment was then made for the Baseline and Alternative scenarios based on the programming developed for the cap and the *City's Municipal Code Section 30.32.050*. The findings of this study were:

- Phase 1 Baseline – for the full project, it is likely there will be surplus of parking stalls provided but a deficit in Phases 1 and 2 (Phase 1 has no parking allocated).

- Phase 1 Alternative - for the full project, it is likely there will be an overall deficit (79) of parking stalls provided and a deficit in Phases 1 and 2 (Phase 1 has no parking allocated).

To mitigate the deficits of parking, especially for Phase 1, the following mitigation measures are recommended:

- Shared parking agreements with other nearby parking facilities/parking operators;
- Installation of meters for on-street parking to better manage available on-street parking;
- Introduction of a tiered pricing system that deters long term parking, allowing capacity to be freed up;
- Request parking reductions through the City's Transportation Demand management (TDM) due to the proposed BRT and Streetcar transit projects, reducing the requirements of *City Municipal Code Section 30.32.070, Clauses A and C*.

These measures should be investigated at the next phase of the project development cycle.

Environmental Scoping

The initial environmental screening for the project is based on the development of the conceptual alternatives and construction sequencing. The Table below summarizes the scoping findings of the initial environmental screening. These assessments should be used as the basis of the detailed environmental screening that will occur at the next phase of the project development cycle.

Preliminary CEQA/NEPA Scoping Determinations

Environmental Constraint	CEQA	NEPA			
1. Aesthetics	No Impact	No Impact	13. Noise	Potentially Significant Impact	Potentially Significant Impact
2. Agriculture & Forestry Resources	No Impact	No Impact	14. Population and Housing	No Impact	No Impact
3. Air Quality	Potentially Significant Impact	Potentially Significant Impact	15. Public Services	Potentially Significant Impact	Potentially Significant Impact
4. Biological Resources	Potentially Significant Impact	Potentially Significant Impact	16. Recreation/Parks	Potentially Significant Impact	Potentially Significant Impact
5. Cultural Resources	Potentially Significant Impact	Potentially Significant Impact	17. Transportation	Potentially Significant Impact	Potentially Significant Impact
6. Energy	No Impact	No Impact	18. Tribal Cultural Resources	Potentially Significant Impact	Potentially Significant Impact
7. Geology and Soils	Potentially Significant Impact	Potentially Significant Impact	19. Utilities and Service Systems	Potentially Significant Impact	Potentially Significant Impact
8. Greenhouse Gas Emissions	No Impact	No Impact	20. Wildfire	Potentially Significant Impact	Potentially Significant Impact
9. Hazards & Hazardous Materials	Potentially Significant Impact	Potentially Significant Impact	21. Environmental Justice	Less Than Significant Impact	Less Than Significant Impact
10. Hydrology and Water Quality	Less Than Significant Impact	Less Than Significant Impact			
11. Land Use and Planning	Potentially Significant Impact	Potentially Significant Impact			
12. Mineral Resources	No Impact	No impact			

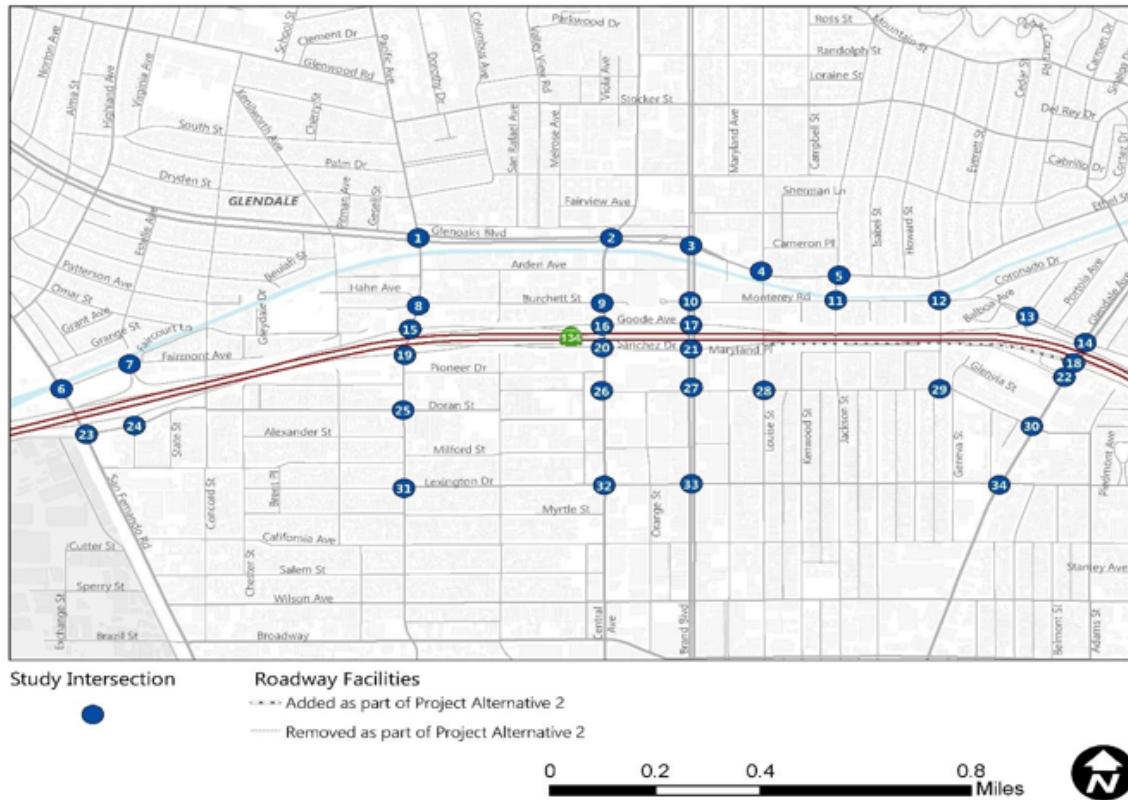
Traffic Circulation and Operations Analysis

A through Traffic analysis was prepared to examine effects on traffic circulation and operation from Space 134 project. A total of 34 intersections, the freeway ramp, and freeway mainline operations were evaluated (Figure 1) for two project alternatives: and a no-build scenario for the existing year (2019), project opening year (2025), and project buildout year (2050) timeframes.

- Alternative 1 would complete Phase 1 of the project, capping the block between Central Avenue and Brand Boulevard. Auxiliary lanes would be replaced on SR 134 between Pacific Avenue and Central Avenue with braided (grade-separated) ramp connections, thereby extending the Central and Pacific on- and off-ramps. The Alternative would also add a lane on the Brand Boulevard (eastbound off-ramp_). Further east, the Alternative would include restriping of two on-ramps and arterial intersections at the Glendale Avenue interchange and would widen the Glendale Avenue overpass structure at the freeway.
- Alternatives 2 and 3 would extend the Phase 1 cap to the east. Alternative 2 would construct a second cap between Louise Street and Jackson Street, while Alternative 3 would cap the remaining open freeway portal between Brand Boulevard and Glendale Avenue. Both Alternatives would require removing the eastbound ramps at Brand Boulevard and Glendale Avenue, and constructing an at-grade frontage road to the south of the SR-134 freeway, connecting Brand Boulevard directly to Glendale Avenue, and local roadways in between.

Both Alternative 2 and Alternative 3 would incorporate Alternative 1 improvements. Since Alternatives 2 and 3 propose the same changes to the roadway network but change the open/park space concept, they were analyzed collectively in this study as Alternative 2. The locations of study intersections analyzed as part of the project are shown on Figure A. The freeway mainlines and merging/diverging segments, analyzed for freeway Level-of-service are shown on Figure B.

Figure A



Operations were evaluated at 34 above study intersections (Figure A). This was conducted as a Level of Service analysis, as the study was executed prior to the conversion to Vehicle Miles Traveled as a means of measurement. Future environmental review will examine improvements on a VMT basis. Table 1 indicates the following:

- Under project Alternative 1, a fewer number of intersections would operate at Level of Service (LOS) E or F than no-build conditions, in four out of six timeframe scenarios.
- Under project Alternative 1, the same number of intersections would operate at E or F as under no-build conditions in the other two scenarios (opening-year and future-year PM periods).
- Under Alternative 2, a higher number of intersections would operate at (LOS) E or F than under Alternative 1, across all scenarios. Compared to No-Build conditions, the number of intersections at LOS E or F increases under
- Project Alternative 2 in every scenario except Future Year (2050) AM. This would occur at two intersections out of the 34 study intersections analyzed.

Table 1: Number of Study Intersections at LOS E or F by Scenario

Scenario	Time Period	No Build	Alternative 1		Alternative 2	
Existing	AM	2	1	-	3	+
	PM	3	2	-	4	+
2025	AM	2	1	-	3	+
	PM	2	2	=	4	+
2050	AM	5	3	-	5	=
	PM	5	5	=	7	+

"+" signifies an increase in E/F intersections compared to the no-build scenario, "-" signifies a decrease compared to the no-build scenario, "=" signifies a number equivalent to the no-build scenario.

Most of the intersections operating at LOS E or F are at freeway on-ramps or off-ramps.

Table 2, focusing on non-ramp study intersections (those removed from the freeway corridor) indicates the following:

- The number of LOS E or F intersections without the inclusion of freeway ramps ranges from zero to two across all scenarios and alternatives.
- The number of LOS E or F intersections that include freeway ramp locations ranges from one to five.

Table 2: Number of Non-Ramp Study Intersections at LOS E or F by Scenario

Scenario	Time Period	No Build	Alternative 1		Alternative 2	
Existing	AM	1	0	-	0	-
	PM	1	1	=	1	=
2025	AM	1	0	-	0	-
	PM	0	0	=	0	=
2050	AM	1	0	-	1	=
	PM	1	1	=	2	+

"+" signifies an increase in E/F intersections compared to the no-build scenario, "-" signifies a decrease compared to the no-build scenario, "=" signifies a number equivalent to the no-build scenario.

Space 134, 2016 vision Plan, and Space 134 Freeway Preliminary Engineering Study provided a preliminary analysis of the possibilities for implementing and operating the proposed Space 134 cap park project. Following is a discussion on identifying benefits and implementation strategies to hopefully assist the City Council in directing staff whether to continue following the next steps toward the processes of Space 134 Freeway Ramps Project:

A Cap Park – A Wide Range of Benefits

Glendale has dramatically transformed its Downtown, re-stitching its urban fabric by creating much-needed active open space over the 134 Freeway which currently bisects the city. Space 134 will have a wide range of benefits for local and regional

stakeholders, which Glendale should actively promote to rally support for the project, and which as discussed below, will be critical to the success of the park. These benefits include:

New open space on previously unusable land, which will physically and psychologically re-connect North Glendale with Downtown, repairing the divide created by the 134 Freeway. This green, open space will have a range of benefits, including promoting active lifestyles to improve public health, reducing pollution and runoff, enhancing air quality and encouraging biodiversity.

Increased visibility for Glendale and expanded visitation, which will rely on regular park programming, including major events that will attract new visitors to Glendale, increase how long they stay Downtown, and encourage repeat visits. New foot traffic to Downtown will support businesses through increased spending. The signature park significantly will enhance Glendale's brand, further enabling the City to compete regionally to attract new employees and residents.

Creating a regional amenity and destination

with a highly amenitized and programmed, world-class park, which could become a major attraction for out of town tourists visiting Southern California, significantly increasing their length of stay and likelihood to return. The park, augmented by new transit options proposed to be incorporated into Space 134, will serve the open space and gathering needs of a diverse cross-section of the regional population.

Value creation

On a large and broad scale, benefiting property owners, businesses, the City and the County of Los Angeles. Properties nearby and adjacent to the site are likely to see a significant positive affect on property values, and as demonstrated by successful park projects across the country, this may catalyze real estate development opportunities on currently underutilized properties near the freeway. Value created through appreciation and new opportunities will benefit property owners and the private sector, the fiscal benefits of which may be harnessed through an increased tax base, and reinvested via targeted value capture tools like Enhanced Infrastructure Financing Districts, as discussed in detail below. There may also be the potential to unlock real estate opportunities within the public right-of-way used to create Space 134, which could generate significant revenue that could be re-invested into the park in partnership with Caltrans. As noted before, increased visitation and spending will benefit Glendale's businesses, generating sales tax to support City and County services.

Cap parks are not a new phenomenon, as evidenced by the more than 20 examples across the country. However, there are few examples that have successfully managed to achieve all of the potential benefits described above. Many cap park projects are implemented by State or Regional transportation agencies with non-local resources, collaborating loosely with municipal governments to build freeway caps in order to mitigate the negative impacts of existing or new freeways. These projects, while well-intentioned, often focus on building the 'cap' infrastructure, with little emphasis on the

‘park’ component and are typically the result of resource limitations or the priorities of the implementing entities. The more successful cap parks have been conceived in an integrated fashion where project proponents have emphasized the allocation of adequate resources to deliver high-quality urban amenities, parks and connections that sit atop the cap.

A fully integrated project may increase up front project costs, but is more likely to unlock the full transformative potential of a cap park. National case studies show that successful cap park projects are often conceived locally by coalitions of community groups and other private sector stakeholders, in conjunction with municipal government, but implemented in partnership with regional, State and Federal resources. Engaging these groups of stakeholders in the community and broader region and elected officials at the state or federal level will be critical to the success of the project. Furthermore, proactive coordination with relevant jurisdictions and other agencies early on will be necessary to understand their issues with the project, especially Caltrans, which controls the right of way in question, the County of Los Angeles and Metro who can be potential stewards of the project in addition to the City.

Additional Considerations

Recognizing both the funding and the time commitment of a freeway cap park, Council may wish to consider additional alternatives. This would require additional study and identifying funding sources, but may produce alternatives that are less costly or could serve as an interim step to realizing the full vision of a freeway lid park. An alternative to consider would be to direct staff to identify and study improvements that could be made to the Brand and/or Central bridges that could create an improved experience for non-motorized users, accomplishing many of the same goals of reconnecting the north and south sides of SR-134, albeit on a smaller scale. This could include expanded bridges that incorporate green space and improved facilities for cyclists, pedestrians, and transit. As part of the Council presentation, staff will provide examples of similar projects that have been completed. This additional alternative would not preclude a full vision of Space 134, but could serve as an interim improvement if it is deemed that the full Space 134 vision is untenable at this time. Note that this alternative is not included in this report and would have to be executed under a new contract. Council may provide direction on proceeding with an additional study and identifying funding sources for the study.

STAKEHOLDERS/OUTREACH

N/A

FISCAL IMPACT

There is no fiscal impact associated with this report.

ENVIRONMENTAL REVIEW

Environmental review would be conducted as a potential next phase of the project.

CAMPAIGN DISCLOSURE

This item is exempt from campaign disclosure requirements.

ALTERNATIVES

Alternative 1: Note and file and provide comments on the final Draft Space 134 Freeway Ramps Preliminary Engineering. City Council may also direct staff to pursue further opportunities for the project

Alternative 2: Provide comments on the final Draft Space 134 Freeway Ramps Preliminary Engineering and direct staff not to pursue any further opportunities for the project.

Alternative 3: The city council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

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EXHIBITS / ATTACHMENTS

1. 2016 Vision Plan Update
2. Draft Space 134 Freeway Ramps Preliminary Engineering Study Executive Summary