



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE TRANSPORTATION AND PARKING COMMISSION**

AGENDA ITEM

Report: Safety Measures Implementation and Overview

1. Motion to Note and File Report Regarding Safety Measures

COMMISSION/COMMITTEE ACTION

Item Type: Report Only

Approved for _____ April 25, 2022 _____ **calendar**

EXECUTIVE SUMMARY

On February 28, 2022, the Traffic and Transportation Commission requested staff to provide an overview of the safety measures implemented or being studied as part of our Capital Improvement Projects (CIP). This report highlights the planning, design, and construction strategies considered and efforts undertaken during the implementation of safety measures as part of our Capital Improvement Program.

COUNCIL PRIORITIES

N/A

RECOMMENDATION

Recommend to note and file

BACKGROUND

The Public Works Department (PWD) is responsible for planning, design, and construction management of CIPs related to the City's roadway infrastructure, the supporting appurtenances, and utilities, including but not limited to traffic signals, curbs and gutters, sewers mains and sewer underground structures, storm drains lines and related facilities.

Along with the design of the CIPs related to the City's roadway infrastructure, PWD is also responsible for the operation, review, and construction management related to Traffic Engineering improvements. We also conduct traffic impact studies for citywide projects, review traffic impact studies for private developments, manage the Neighborhood Traffic Calming Program, operate the Glendale Traffic Management Center, and administer the School Crossing Guard Program.

ANALYSIS

During the preliminary engineering phase of any CIP, the design team reviews multiple master plans and citywide policies to implement the recommendations of those plans as follows, and applicable:

Citywide Pedestrian Plan

For CIP planning, PWD consults the Citywide Pedestrian Plan and review if any of the project locations are identified for further study to implement pedestrian safety improvements throughout the corridor. The improvements may include, but are not limited to curb extensions, high-visibility crosswalk installations, creative crosswalk installations, new sidewalk installations, and ADA upgrades. Furthermore, staff look into project intersections and conduct additional studies for alternatives to improve intersection safety for all modes of transportation by modifying/removing slip lanes and realigning the intersection for improved intersection visibility of vulnerable roadway users.

Bicycle Transportation Plan

PWD reviews the Bicycle Transportation Plan to verify if the corridor is identified as a study corridor for roadway realignment and/or has the potential to provide an important bike network connection to existing or planned bikeways. Furthermore, staff may conduct feasibility studies for implementing various types of bicycle infrastructure as part of the project. Creating a safe network of bicycle facilities within the City of Glendale can provide enhanced safety and comfort for people biking or scootering while potentially reducing Vehicle Miles Traveled (VMT).

Pavement Management Program

PWD reviews the latest Pavement Management Program (PMP) to verify streets identified for replacement or rehabilitation by the use of various pavement treatment methods as part of the latest PMP report. This allows the City to preserve and extend the useful life of its roadways by optimizing available funds to meet the road network needs. Furthermore, if funding availability allows, the design section looks into the side streets adjacent to the main project area and includes any identified pavement

rehabilitation in the program for maintenance and repair as part of the project to take advantage of the economies of scale that would otherwise garner a much higher bid if bid out separately.

Green Streets Manual

PWD considers various green streets elements during the design process, such as bio-retention facilities to capture and recharge the groundwater table. Concrete pavement areas that can be removed and replaced with landscape areas are identified for replacement, and every opportunity to expand the urban forest is made in consultation with PWD's Urban Forester and Maintenance Services Division. Furthermore, PWD considers the installation of reflective pavement in low traffic areas such as parking lanes to further reduce the heat island effect.

Local Road Safety Plan

The City of Glendale Local Road Safety Plan is currently under development. This plan reviews citywide collision patterns to identify systemic issues that can be addressed by pursuing Highway Safety Improvement Program funding for implementation of safety countermeasures. PWD will consider all recommendations by the Local Road Safety Plan when the final report is approved and adopted.

Neighborhood Traffic Calming Program

The Neighborhood Traffic Calming Program addresses local street safety elements and includes options for the installation of speed humps, speed feedback radar signs, 25-mph pavement markings, and additional traffic improvements as applicable. Furthermore, traffic studies are conducted with guidance from the California Manual on Uniform Traffic Control Devices (CAMUTCD), for installation of all-way stop control at existing intersections, left-turn phasing at signalized intersections, new crosswalk installations, and intersection sight distance studies. A priority list is also developed and communicated to the design section to look for additional funding to continue implementing from the priority list.

Safe Routes to School Program

The City has developed a Safe Routes to School Program for Glendale's public schools. When a CIP is in close proximity to a public school, the project team reviews and implements safety related recommendations as part of the project.

Glendale Community Plans

The City has adopted various Community plans in conjunction with the other City Master Plans (e.g. North Glendale Community Plan, South Glendale Community Plan, West Glendale Community Plan, Downtown Specific Plan, etc.). Any and all CIP planned within the neighborhoods identified in these community plans, attempts to incorporate all safety recommendations from these plans as part of the project. These improvements include, but are not limited to safety improvements to Pedestrian Priority Corridors, Bikeways, Transit corridors, and roadways.

Sidewalk Installation Policy

There are streets in Glendale that do not have concrete sidewalk installed on one or both sides of the roadway and pedestrians use the street for walking. Public Works Department often receives requests from residents for the installation of sidewalk on these streets. The Department is working on the development of a Sidewalk Installation Policy to assist staff in future planning, budgeting, and implementation of new sidewalk installations.

Traffic Signal Priority Ranking List

PWD retains a list of the priority ranking for new traffic signal installations. Staff seek multiple outside funding opportunities, mainly Measure R Sub-Regional funds, to install new traffic signals as recommended in the Priority Ranking List. Additionally, as part of any new CIP, the project team reviews the traffic signal priority list and includes traffic signal installations as part of the project when the project scope is within the same vicinity.

Flashing Beacon Priority Ranking List

PWD retains a list of the priority ranking for flashing beacon installations. Whenever an outside funding opportunity, mainly Local Highway Safety Improvement Program (HSIP) arises, staff apply for the grant to install flashing beacons as recommended in the Priority Ranking List. Additionally, as part of any new CIP, the project team reviews the flashing beacon priority list and includes flashing beacon installations as part of the project when the project scope is within the same vicinity.

Creative Crosswalk Installation Initiative

During design, the project team considers the initiative requested by the City Council and implements installation of creative crosswalks as part of the roadway infrastructure improvement project when applicable. This requires the Public Works Department to work closely with the Library, Arts, and Culture Department to obtain further design approvals for the installation of the creative crosswalk art.

Heat Island Removal Initiative

In conjunction with the Green Streets Manual, the project team considers installation of reflective pavement and construction of landscape medians as part of the roadway infrastructure improvement project as applicable.

Intersection Realignment Initiative

As part of any major CIP, the project team consults multiple sections and manuals for the realignment of intersections that are not perpendicularly aligned, and prepare options to realign the intersection by installation of new bulb-outs, elimination of pork-chop islands and/or slip lanes. This approach to redesigning the intersection creates a safer environment for pedestrian crossings, vehicular traffic movements, and all modes of transportation.

Wastewater Master Plan

As part of any major CIP, the project team reviews the wastewater master plan and

designs for upgrades to the sewer mainlines and structures as advised in the priority list. This requires conducting CCTV inspection to review the condition of underground sewer lines, and preparing the design of repairs to the existing underground wastewater infrastructures as part of the project. This ensures that the sewer lines are in working condition and can convey the sewage in a safe and efficient manner.

Storm Drain Master Plan

Similarly, as part of any major CIP, the design engineers review the storm drain master plan and upgrade or install new storm drain infrastructure as advised in the priority list of the Storm Drain Master Plan. This ensures that the City's storm drain infrastructure can handle appropriate amount of storm water runoff, and that the project locations do not flood during a rain event.

Included in the following list are major CIPs that have considered and implemented all applicable safety measures by the Public Works Department, as well as ongoing CIPs:

Completed in 2020:

1. Installation of Bicycle Friendly Storm Drain Grates on Canada Boulevard and Verdugo Boulevard (Bicycle safety improvements);
2. Fiscal Year 2019-20 ADA Curb Ramp Installation Project at Various Locations of Maintenance District 7 (Pedestrian safety improvements);
3. Highland Avenue Rehabilitation Project, on Highland Avenue between San Fernando Road and Kenneth Road (Bicycle and Pedestrian safety improvements);
4. Pennsylvania Avenue Rehabilitation Project, on Pennsylvania Avenue between Montrose Avenue and Markridge Road (Pedestrian safety and Traffic Signal improvements);
5. San Fernando Road Rehabilitation Project Phase 3, on San Fernando between Pacific Avenue and Colorado Boulevard (Pedestrian safety and Traffic Signal improvements);
6. Sub-Regional Traffic Management Center (Traffic safety improvements); and,
7. Traffic Signal Installation and Modification at Various Locations and Broadway-Brazil Grade Separation (Pedestrian safety, traffic signal, and railroad at-grade crossing safety improvements).

Completed in 2021:

1. Citywide Guardrail Upgrades Project, 35 locations citywide (Vehicular safety improvements);
2. Montrose Park Parking Lot Reconstruction and ADA Improvements (Pedestrian safety improvements);
3. North Verdugo Road Safety Improvements Project (Pedestrian safety and traffic signal improvements);
4. Rectangular Rapid Flashing Beacon (RRFB) Installation at Various Locations (Pedestrian safety improvements);
5. Verdugo Boulevard Rehabilitation Project (Pedestrian and bicycle safety and traffic signal improvements);

6. Colorado Street and Columbus Avenue Rehabilitation Project (Pedestrian safety and traffic signal improvements); and,
7. Glendale Train Station First/Last Mile Regional Improvements Project (Pedestrian and bicycle safety improvements).

Completed in 2022:

1. Installation of Class II Bike Lanes and Creative Crosswalks (Pedestrian and bicycle safety improvements);
2. Fiscal Year 2020-21 Street Resurfacing and Sewer Repair Project (Pedestrian safety and wastewater improvements);
3. Traffic Signal Installations and Modifications at Various Locations - Phase II (Pedestrian and bicycle safety and traffic signal improvements); and,
4. Fiscal Year 2020-21 ADA Curb Ramp Installation, and Sidewalk Repair Program (Pedestrian safety improvements).

Ongoing Projects to be completed in Fiscal Year 2022-2023:

1. Monitor and update pedestrian crossing timing, yellow and all-red timing (Pedestrian safety improvements);
2. Emergency Vehicle Preemption installed on traffic signals to facilitate emergency response (Emergency service improvement);
3. Honolulu Avenue and Pennsylvania Avenue at Montrose Avenue Traffic Signal Modifications Project (Pedestrian and bicycle safety and traffic signal improvements);
4. Broadway Rehabilitation Project (Pedestrian safety and traffic signal improvements);
5. Maintenance District 6 Pavement Rehabilitation Project - Phase I (Pedestrian safety improvements);
6. Potential Traffic Measures On Sonora Avenue Project (Pedestrian and bicycle safety and traffic signal improvements);
7. Permanent Installation for the Slow Street Program (Pedestrian and bicycle safety improvements);
8. Implementation of lower speed limit on nine streets as approved by the City Council (Pedestrian and bicycle safety and traffic signal improvements);
9. Implementation of lower speed limit on streets at Glendale business districts Per AB43 (Pedestrian and bicycle safety and traffic signal improvements); and,
10. Development of the Regional Arterial Traffic Performance Measure System (RATPeMS) to model traffic signals citywide for synchronization (Pedestrian and bicycle safety and traffic signal improvements).

STAKEHOLDERS/OUTREACH

City of Glendale residents and businesses impacted by Public Works projects are contacted and notified throughout the various stages of the project. At the beginning stages of the project, staff develop the project dedicated website at www.glendalepwprojects.com. These webpages host project specific critical information as well as the relevant project contacts for further information requests. The webpages are updated monthly and as necessary as the project moves through the various project phases.

As part of our public outreach efforts, notifications are sent to property owners, businesses, and occupants in the project vicinity and within a 500-foot radius notifying them of an upcoming community meeting concerning the project. During the meeting, the participants are informed of the project details, construction schedule, future City and contractor notifications, and the impacts of the construction work on their neighborhood. Participants are also given the opportunity to ask their questions and provide comments to staff. After the community meeting, staff review and incorporate public comments as practical in the final design as applicable to the project.

After the preparation of the project Plans, Specifications, and Estimates (PS&E), the staff present the project at the regular scheduled City Council meeting and request City Council adoption of the PS&E and authorization to advertise for bids by the City Clerk. Once a low bidder is determined after bid opening, staff recommends a contract award to the lowest responsive and responsible bidder by City Council.

After the award of the contract, a Director's Letter is sent by the Director of Public Works to the impacted addresses notifying them of the upcoming project and timeline. Finally, two separate construction notifications are distributed by the general contractor to the immediate project locations impacted during the various phases of construction; one at two weeks and another three days prior to the commencement of the work.

FISCAL IMPACT

Not applicable to this Report

ENVIRONMENTAL REVIEW

Not applicable to this Report

CAMPAIGN DISCLOSURE

Not applicable to this Report

ALTERNATIVES

Alternative 1: The TPC may approve a Motion to note and file this report.

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

ADMINISTRATIVE ACTION

Submitted by:

Yazdan T. Emrani, P.E., Director of Public Works

Prepared by:

Sarkis Oganessian, P.E., Acting Deputy Public Works Director/City Engineer

Armen Avazian, P.E., Senior Civil Engineer

Reviewed by:

Pastor Casanova, T.E., Principal Traffic Engineer

David Ligtenberg, Assistant City Attorney

EXHIBITS

Not applicable to this Report