



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

**AGENDA ITEM**

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Report: Brand Boulevard Complete Streets Demonstration Project

1. Motion recommending a quick-build alternative for the Brand Boulevard Complete Streets Demonstration Project

**COUNCIL ACTION**

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**Item Type:** Action Item

**Approved for** August 23, 2022 **calendar**

**EXECUTIVE SUMMARY**

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The Department of Public Works received grant funding to complete active transportation improvements on Brand Boulevard through a quick-build Demonstration Project. Several alternatives have been designed and staff is seeking City Council direction on their preferred alternative to proceed with finalizing quick-build design plans for implementation.

## **COUNCIL PRIORITIES**

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Environmental Stewardship: Additional active transportation modes of travel improve overall health and safety by reducing greenhouse gases and improving air quality.

Mobility/Connectivity/Safety: The addition of new or improvement to existing active transportation modes increases the safety of pedestrians and bicyclists throughout the project corridor.

Infrastructure: Transportation infrastructure is improved with new active transportation modes.

## **RECOMMENDATION**

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Recommend a quick-build alternative for the Brand Boulevard Complete Streets Demonstration Project.

## **BACKGROUND**

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A complete street is an active transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Active transportation allows people to be physically active in everyday life by enabling them to walk or bike to their destinations to improve both physical and mental health.

On September 6, 2018, the Regional Council of the Southern California Association of Governments (SCAG) approved the guidelines and scoring criteria for the 2018 Sustainable Communities Program (SCP). The SCP is a multi-year program designed to support and implement the policies and initiatives of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), with the primary item of the strategic plan being to produce innovative solutions that improve the quality of life for Southern Californians, primarily through active transportation and complete streets.

SCAG released the SCP Call for Proposals and received a total of 61 project proposals valued at approximately \$12 million dollars across all project categories and types by the December 14, 2018 deadline. An additional 19 projects requesting approximately \$15.5 million were submitted through the State Active Transportation Program (ATP), and these were considered as part of the SCP as well. After ranking the proposals, SCAG identified 41 top ranked projects out of a total of 80 for funding recommendations, with \$500,000 being the maximum amount awarded for any one project.

The City of Glendale was awarded \$500,000 to fund a quick-build project for the Brand Boulevard Complete Street Demonstration Project, located on Brand Boulevard between Glenoaks Boulevard and Mountain Street, to improve active transportation along the corridor. The design of the project is administered and

managed by SCAG through their consultant, KOA Corporation, with design input and direction from the City of Glendale. Once a quick-build design alternative has been selected, the construction of the project will be bid out and managed by the City of Glendale.

The project limits are Brand Boulevard between Glenoaks Boulevard and Mountain street. The corridor is approximately a half-mile-long and the street contains two travel lanes in each direction with a center two-way left-turn lane and an on-street diagonal parking lane in each direction. There are signalized intersections at Glenoaks Boulevard, Dryden Street, and Stocker Street, as well as a marked crossing currently controlled by a Rectangular Rapid Flashing Beacon system at Fairview Avenue. Land uses along the corridor consist of a mix of retail, industrial/office, place of worship, and a school south of Stocker Street, and heavy multi-family residential north of Stocker Street. Most retail use include dedicated off-street parking and the diagonal on-street parking is used during daytime hours south of Stocker Street and has high turnover, while the diagonal on-street parking north of Stocker Street is used all day for multi-family residential users. The speed limit on Brand Boulevard is posted at 30 mph, and a recently completed Engineering and Traffic Survey confirmed the average 85th percentile speed for both directions at 36 mph.

## **ANALYSIS**

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The process for design and construction of transportation infrastructure is laborious and expensive. Quick-build street design projects are an ideal approach to deliver active transportation improvements fast and affordably. Quick-builds are more vital than ever since the COVID-19 pandemic as cities and towns need to reallocate street space quickly to allow businesses to reopen safely, protect workers, and meet the rising demand for safe biking and walking. Additionally, quick-build projects implement active transportation improvements using low-cost materials, such as traffic marking paint, flexible delineators, planters and signage, on a compressed timeline.

The project goals are to re-envision the North Brand Boulevard corridor and incorporate active transportation improvements and bicycle and pedestrian connectivity to achieve the following:

- Promote walking and bicycling through traffic calming;
- Improve access to transit;
- Encourage shared mobility;
- Improve ADA access and safety at intersections; and
- Gather feedback from stakeholders on treatments

Bicycle infrastructure improvements will include either Class II bike lanes or Class IV protected bike lanes on both sides of Brand Boulevard between the project limits, including bicycle boxes and detection, for a total length of approximately half a mile in each direction. Pedestrian connectivity improvements will include painted intersection curb extensions and high visibility and creative crosswalks. Additional improvements will

include paint and planter boxes to create boundaries where bikes can ride through and pedestrians can comfortably walk adjacent to, and will be further aligned to have no impact to transit stops.

Furthermore, the corridor is also identified in the City’s Bicycle Transportation Plan for the installation of a bicycle lane in this corridor, maintaining four travel lanes and reducing them to 11-foot wide, and converting the head-in diagonal parking to back-in diagonal parking only. The installation of a bicycle lane in this corridor has the potential to provide an important bike network connection to existing and planned bikeways. Creating a network of bike facilities within the City of Glendale can provide enhanced safety and comfort for people biking or scootering while potentially reducing Vehicle Miles Traveled (VMT).

Quick-Build Design Alternatives

A variety of treatments to improve safety have been proposed for the corridor. The City is considering implementing crossing improvements, bicycle facilities, landscaping options, and other treatments along the North Brand Boulevard Corridor. Below are the six alternatives being explored:

Alt.	Lanes	Parking Design	Parking Supply	Bike Lane	Intersections
1A	Reduce 2 to 1	Maintain 60° 7.5' wide	7 stall increase (3%)	Curb-side Class IV 8' Lane 4' Buffer	Curb Extensions Wider Crosswalks
1B	Reduce 2 to 1 Center lane planters	Maintain 60° 7.5' wide	13 stall decrease (6% reduction)	Curb-side Class IV 8' Lane 4' Buffer	Curb Extensions Wider Crosswalks Accommodate U-turns
2A	Reduce 2 to 1	Maintain 60° 8' wide	9 stall decrease (4% reduction)	Curb-side Class IV 8' Lane 4' Buffer	Curb Extensions Wider Crosswalks
2B	Reduce 2 to 1 Center lane planters	Maintain 60° 8' wide	30 stall decrease (12% reduction)	Curb-side Class IV 8' Lane 4' Buffer	Curb Extensions Wider Crosswalks Accommodate U-turns
3	Maintain 4 Reduce to 11'	Back-in Diagonal	59 stall decrease (26% reduction)	Street-side 6' Lane No Buffer	Curb Extensions
4	Maintain 4 Reduce to 11'	Parallel Parking	139 stall decrease (61% reduction)	Class IV 7' Lane 4' Buffer	Curb Extensions

The quick-build design alternatives have resulted from City staff and consultant staff working collaboratively.

**STAKEHOLDERS/OUTREACH**

The multi-modal benefits to the community stakeholders as a result of this project will include the following:

- More livable communities;
- Improved safety for all users;
- More walking and bicycling to improve public health;

- Increased transportation choices; and
- Greenhouse gas reduction and improved air quality

In January of 2022, the project formed a Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC) to help further guide the project through the design and outreach phases. The TAC is comprised of a team of City professional staff from multiple departments who collect existing project data, evaluate the data, and suggest improvements for each quick-build alternative. The CAC is comprised of a team of community representatives from nearby corridor businesses and residents, the Incarnation Parish School, the Downtown Glendale Association, the Walk/Bike Glendale community group, the Community Development Department, and the Rossmoyne Neighborhood Association.

In addition to the advisory committee outreach and guidance, various community touchpoints and engagement efforts were held to receive feedback directly from the community. The following is a summary of the community engagement efforts to date:

- Bike Audit:
  - Sunday, May 1, 2022
  - 12 participants
  - Overall support for Alternative 1A
- Walk Audit:
  - Thursday, May 19, 2022
  - 13 total participants
  - Generally supportive of the project, one person was vehemently against reduction of lanes, but others were supportive that something is being done
- Community Touchpoint No. 1:
  - Wednesday May 25, 2022 through Tuesday, May 31, 2022
  - 12 responses
  - 71 percent support Alternative 1A
- Transportation and Parking Commission
  - Monday, June 27, 2022
  - Unanimous support for Alternative 1A
- In-Person Project Corridor Canvassing
  - Late July 2022
  - Project information handouts provided by the consultant team who went door-to-door to introduce the project and answer any questions

Finally, another five community touchpoints are planned to further bring awareness about the project to businesses, residents, and visitors of the corridor by the end of Fall 2022.

The quick-build construction of this project is anticipated to begin in January 2023. The measures are also temporary, designed to be removed or changed. Quick-build street elements can be changed in response to on-the-ground feedback.

That feedback to the actual temporary design becomes the public input process for the eventual project, if the public supports making it permanent. Quick-build projects extend the public comment period beyond implementation. While the design is implemented using “temporary” materials, such as colored paint, soft-hit bollards, or planter boxes, they may end up becoming permanent by replacing them with hardscapes, permanent irrigated landscaping, and more durable thermoplastic pavement striping.

Furthermore, ongoing outreach on this project will continue to occur through a dedicated website for the project that is hosted through the City of Glendale domain, as well as the consultant’s domain. 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**

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The engineer’s estimate for the design and construction of this project is \$600,000. Funding for this project in the amount of \$500,000 was received through an SCP grant, which will be administered and encumbered by SCAG, and the City will be contributing \$100,000 of local match funds from the State Gas Tax Fund to fully fund the project. During Council award of a construction contract, staff will return with a request to appropriate funding, if applicable.

### **ENVIRONMENTAL REVIEW**

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The Project is categorically exempt from environmental review because of CEQA Guidelines §§ 15301.

### **CAMPAIGN DISCLOSURE**

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Not Applicable

### **ALTERNATIVES**

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Alternative 1: Recommend a quick-build alternative for the Brand Boulevard Complete Streets Demonstration Project.

Alternative 2: Do not recommend a quick-build alternative for the Brand Boulevard Complete Street Demonstration Project. Doing so, however, will not install new active transportation modes of travel.

Alternative 3: Consider any other alternative not proposed by staff.

### **ADMINISTRATIVE ACTION**

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**Prepared by:**

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**Approved by:**

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

**EXHIBITS / ATTACHMENTS**

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- Exhibit 1: Roadway Repurposing, Installation of Class IV protected bicycle lane with 7.5-foot wide diagonal stalls, installation of two-way center turn lane (Alternative 1A)
  
- Exhibit 2: Roadway Repurposing, Installation of Class IV protected bicycle lane with 7.5-foot wide diagonal stalls, installation of median (Alternative 1B)
  
- Exhibit 3: Roadway Repurposing, Installation of Class IV protected bicycle lane with 8-foot wide diagonal stalls, installation of two-way center turn lane (Alternative 2A)
  
- Exhibit 4: Roadway Repurposing, Installation of Class IV protected bicycle lane with 8-foot wide diagonal stalls, installation of median (Alternative 2B)
  
- Exhibit 5: Maintain 2 travel lanes in each direction but reduce to 11-foot lanes, installation of Class IV protected bicycle lane with 8.5-foot wide back-in diagonal stalls, installation of two-way center turn lane (Alternative 3)
  
- Exhibit 6: Maintain 2 travel lanes in each direction, installation of Class IV protected bicycle lane with parallel parking, installation of two-way center turn lane (Alternative 4)

