

La Crescenta Avenue Rehabilitation Project

Public Hearing Related Discussion

Q/A

SECTION I:

This section addresses all the questions received prior to, during, and after the Public Hearing on August 17, 2020.

A- Pre-Public Hearing Questions & Answers

- 1) What is the motivation of removing the crosswalk at La Crescenta Avenue and Roselawn Avenue?
 - There is no existing sidewalk and/or curb-ramp on the West side of La Crescenta Avenue. The City is required to update existing crosswalks with ADA compliant curb ramps when implementing traffic signal modification projects, however, the lack of a sidewalk on the West side of La Crescenta precludes the need for a crosswalk. No land uses exist on the West side of La Crescenta at Roselawn that require pedestrian access. The West side of La Crescenta abuts the Verdugo Wash.
- 2) What is the motivation of relocating the crosswalk at La Crescenta Avenue and Shirlyjean Street?
 - To provide ample room for installation of a standard, ADA compliant curb ramp on the East side of La Crescenta, and provide separation from the existing Nursery driveway. 2. To eliminate potential northbound and southbound left-turn vehicle conflicts and provide improved left-turn safety at the intersection.
- 3) Why can't we install sidewalk on westerly La Crescenta Ave at Roselawn Avenue?
 - There is limited City right of way between the curb and Verdugo Wash fence line.
- 4) Are there any previous accidents that warranted for modifications to be made to both crosswalks?
 - Recent 5-year collision history reports were reviewed and no specific accident patterns were identified. The proposed modifications improve safety and update the intersection design to current recommended design guidelines in the California Manual on Uniform Traffic Control Devices, the Caltrans Standard Plans and Specifications, and the Standard Plans for Public Works Construction.
- 5) What is the reason/purpose of the existing crosswalk at La Crescenta Avenue and Roselawn Avenue that is being proposed to be removed?
 - There is no available information regarding the origins of why this crosswalk was initially installed.

B- Public Hearing Questions & Answers

- 1) Did the City complete a traffic volume study of vehicles entering and leaving the Oakmont Woods neighborhood that would be crossing the proposed crosswalk?
 - The City completed a road diet study along the corridor on La Crescenta Avenue which included traffic flow counts at the intersection of La Crescenta Avenue and Shirlyjean Street.

- 2) The new striping configuration has a center median at the north side, will new red curb be installed in front of the two homes on W'ly La Crescenta Avenue, and will the residents be notified?
 - The new striping configuration is dependent on the final design for the project. Regardless, the City will notify of any parking changes to nearby residents. The Westerly side of La Crescenta north of the intersection currently has over 140' of existing red curb which will not be modified or changed. The painted median will not require any additional red curb on the westerly side.
- 3) Why can't the City install the ADA curb ramp on the E'ly side of La Crescenta Avenue where the existing crosswalk is located?
 - Due to the geometric constraints caused by the existing adjacent driveway, installing an ADA curb ramp can potentially create safety issues for pedestrians waiting at the curb ramp and motorists entering the driveway immediately adjacent to the curb ramp.
- 4) Could you provide an explanation of minimal amount of storage space for pedestrians at southwest corner of La Crescenta Avenue and Shirlyjean Street?
 - The southwest corner of La Crescenta Avenue and Shirlyjean Street has limited space for pedestrians with disabilities as compared to the northwest corner. After the installation of a new ADA curb ramp on the northwest corner, there will be more storage space compared to the southwest corner, including additional storage space on the existing sidewalk on the northwest side, which is wider than the existing sidewalk on the southside of the Shirlyjean Street bridge.
- 5) Did the City complete a traffic volume study at the intersection of La Crescenta and Shirlyjean?
 - See response to Question #1.
- 6) Has the City considered that removing the existing E-W crosswalk at La Crescenta Avenue and Roselawn Avenue will impact future potential projects such as the mixed use Verdugo Wash Project?
 - The City took into consideration the ADA standards that must be implemented with each traffic signal modification plan and concluded that leading disabled pedestrians into a non-compliant ADA area will create safety concerns and issue. To resolve this matter, the City proposes to remove the crosswalk since it is infrequently used and leading to non-accessible area of La Crescenta Avenue. Since the Verdugo Wash project specifics are not known at this time, should the Verdugo Wash project move into further phases that will require a connection to La Crescenta Avenue at Roselawn Avenue, those improvements will be designed and implemented as part of that future project.
- 7) Has the City considered the installation of new sidewalk on W'ly La Crescenta Avenue from Shirlyjean Street to Oakmont View Drive?
 - Due to the geometric constraints caused by the adjacent guardrail and Verdugo Wash, the City has limited Right of Way which poses a difficult task to install sidewalk without compromising pedestrian safety. Furthermore, the foundation of the sidewalk will rest on a retaining structure on top of an embankment, that will be placing weight and force on the Verdugo Wash walls and structure, requiring detailed engineering analysis, consultation with LA County, and potential re-design to the existing Verdugo Wash structure, which may or may not be allowed by LA County.
- 8) Does the City have plans to install left turn arrows at the intersection of La Crescenta Avenue and Shirlyjean Street?
 - The City has plans to improve pedestrian crossing safety at the intersection and will install left turn arrows pending final design to resolve the left turn pocket conflict that is currently directing traffic into Shirlyjean Street.

- 9) Will the City install a new traffic signal or stop sign at the intersection of La Crescenta Avenue and Oakmont View Drive to reduce speeding vehicles, therefore creating a safer crossing at Shirlyjean Street?
 - The City has plans to analyze the intersection of La Crescenta Avenue and Oakmont View Drive for the installation on new traffic signals and signage to increase pedestrian and vehicular safety.

C- Post-Public Hearing Questions & Answers

- 1) The proposed new intersection is no longer rectangular since it now includes the area in front of the nursery driveway. This could cause confusion and present a danger. The law says cars in an intersection can legally complete their left hand turn after the light turns red. I could imagine two, and possibly three, northbound cars in the intersection just beyond the left turn pocket waiting for southbound traffic to clear so they can make a left turn into Oakmont Woods. The light turns red, will southbound traffic wait for three cars to complete their lefthand turns? I think not. Most likely two cars will be stuck in the intersection. Or worse! They could be hit by downhill traffic as they try to get out of the intersection.
 - There will be a protected left-turn phase for vehicles turning into Shirlyjean Street from northbound La Crescenta Avenue. The left-turn phase will be timed to clear the que of vehicles in the left turn lane before southbound movements are allowed to proceed.
- 2) Finally, a caller on Monday suggested the addition of a sidewalk between the Oakmont Woods bridge and the Oakmont View bridge. I would like to second this suggestion. It's not unusual to see people walking in street between these two bridges to avoid making two crossings of La Crescenta Ave to use the sidewalk. This brings to mind, should we consider a marked crosswalk at the Oakmont View bridge across La Crescenta Ave? This might also provide a bit of "traffic calming", much needed on La Crescenta Ave.
 - The City does not install marked crosswalks at uncontrolled intersections, especially in this case on a principal arterial with marked speed limits between 35mph and 40mph. However, the City has plans to analyze the intersection of La Crescenta Avenue and Oakmont View Drive for the installation on new traffic signals and signage to increase pedestrian and vehicular safety. This would include the installation of a marked high visibility crosswalk across La Crescenta Avenue at the potentially signalized intersection.

SECTION II

This section addresses all the comments received prior to, during, and after the Public Hearing on August 17, 2020.

A- Pre-Public Hearing Comments

- 1) It seems that the relocation of the crosswalk will benefit the adjacent nursery more than it does for the residents at Oakmont Woods neighborhood.

B- Public Hearing Comments

- 1) Existing crosswalk leads to safer area for pedestrians than the proposed relocation (Shirlyjean St.).
- 2) Removing the existing E-W crosswalk would create a disconnect for pedestrians if a future Verdugo Wash project is completed (Roselawn Ave.).
- 3) Moving the crosswalk to the north side will create a safety issue due to cars traveling southbound on La Crescenta Avenue at high speeds. (Shirlyjean St.).
- 4) Existing limit line provides a buffer zone between stopped cars and pedestrians crossing the street (Shirlyjean St.).
- 5) Vehicles traveling southbound on La Crescenta stop beyond the limit line, relocating the crosswalk to the north side of the intersection will create a safety issue for pedestrians.
- 6) Reconsider decision to moving crosswalk to the north side, southbound travel on La Crescenta turning into Shirlyjean Street make wide right turns. Pedestrians will be closer to cars turning in if crosswalk is relocated.
- 7) Pushing the northerly limit line further north will address the safety concern for the proposed improvements.
- 8) Moving crosswalk north will lead to traffic delay on bridge for cars turning into La Crescenta.
- 9) Pedestrians crossing in the crosswalk from the westerly side to the easterly side will need to complete clear the crosswalk before traffic can make a left turn onto northbound La Crescenta Avenue from eastbound Shirlyjean Street.

C- Post-Public Hearing Comments

- 1) Since Monday's hearing I took another look at the intersection and see that a comment I made at the hearing was incorrect. I said that to make room for the center median you would have to add a red curb in front of home(s) on west side of La Crescenta Ave. I don't believe this is necessary. The median would be south of those homes.
- 2) It appears that an ADA ramp could be installed on the east side of La Crescenta Ave at the existing crosswalk. It could be placed between the traffic light pole and the northern stripe of the crosswalk, It could be half the width of the crosswalk, or about 6 feet wide. There would still be about six feet of curb, and the light pole, for separation from the nursery driveway. See photo below.
- 3) From the comments at the hearing it appears the neighbors who use this crosswalk are unanimous in wishing it remains where it is. Any improvement to pedestrian safety is not apparent. My recommendation is to leave the crosswalk as is, add the center median for left turns into the nursery, and keep the rectangular nature of the intersection. A dashed line, similar to the one shown in your diagram for left turns into Oakmont Woods, would be needed for left turns into the nursery.