

CITY OF GLENDALE DEPARTMENT OF PUBLIC WORKS
La Crescenta Avenue Rehabilitation Project
Responses to Questions/Comments Received During
Virtual Community Meeting on 2/17/2022

Virtual Community Meeting Comments Received via Email

Question/Comment No. 1 – (Patrick Murphy, Call Received February 9, 2022)

“The intersection of La Crescenta Avenue and Sycamore Avenue is unsafe for pedestrians trying to cross the street, reducing the speed limit on La Crescenta or installing flashing beacons and other pedestrian improvements at the intersection will help.”

[Response to Question/Comment No. 1:](#)

Comment noted.

Question/Comment No. 2 – (Wendie Law, Email Received February 11, 2022)

“I wish to formally suggest, as a citizen and resident of Glendale, that you add safety measures for exiting Urquidez Avenue to your project. This exit is difficult and is a life and safety issue due to the speed and volume of vehicles along La Crescenta Ave, poor visibility on the left side when exiting, especially when vehicles (including GWP vehicles) are parked along the curb in the turning lane. At minimum, there should be no parking on La Crescenta Avenue on either side of Urquidez for a considerable distance. Speed bumps on La Crescenta approaching Urquidez, in addition, would be great, maybe even a traffic light?”

[Response to Question/Comment No. 2:](#)

Comment noted.

Question/Comment No. 3 – (Grey James, Email Received February 12, 2022)

“Thank you for this opportunity to add my hopes towards a safer-for-ALL transportation plan, including, minimally, a dedicated bikeway on La Crescenta. I bike it regularly, and as any cyclist or pedestrian can tell you the more consideration given to speeding cars the less safe is everyone else. Safety records indicate the current model isn't working, it's clearly time to employ a more equitable, inclusive street. Safety should not be a luxury for the few, please.”

[Response to Question/Comment No. 3:](#)

Comment noted.

Question/Comment No. 4 – (Melineh Khanbabian, February 14, 2022)

“I learned about the La Crescenta Rehabilitation project over the weekend. I live in La Crescenta and use the corridor on a regular basis. I can tell you from first-hand experience that people drive dangerously fast there. Being so close to an elementary school where kids walk to school, my hope is that the street can be redone to make it

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safer, with slower cars. I have two young kids of my own, and I am fortunate enough to *not* live directly on La Crescenta and I can't imagine how harrowing it is for people to get in and out of their homes on a street where people are going 50+ mph. Please redesign the street.”

[Response to Question/Comment No. 4:](#)

Comment noted.

Question/Comment No. 5 – (Alex Damla, Email Received February 14, 2022)

“I'm writing to please make La Crescenta Avenue safer. I've lived in La Crescenta for many years and high speeds have become a problem. I heard there is an option to add a center turn lane? That would make a big difference at the intersection of Oakmont View and La Crescenta Ave. where there currently is no traffic light.”

[Response to Question/Comment No. 5:](#)

Our design team is currently exploring two options; the first option consists of lane reconfiguration which will include a two-way-left-turn center turn lane, and bike lane facilities but reduces the travel lanes to one lane in each direction. The second option consists of retaining the existing conditions but will have improved pavement markings, and green sharrows.

Question/Comment No. 6 – (Scott Ellis, Email Received February 15, 2022)

“My name is Scott Ellis. I live in Sparr Heights. Please, please, advocate for green bike lanes on La Crescenta Ave. I have ridden it with my three boys (9,7, & 5) to get home in Sparr Heights and it's terrifying how fast people drive. It's hard to teach your kids sidewalks are for walking when they can't safely ride their bikes on the street.

I ask that you ride your bike on it yourself in the afternoon before you decide to just put “sharrows” on it. Then you will definitely know why I am asking.”

[Response to Question/Comment No. 6:](#)

Comment noted.

Question/Comment No. 7 – (Hank Schlinger, Email Received February 15, 2022)

“As a founding member of Drive Safe Glendale, I strongly urge you to support a REDESIGN of La Crescenta Ave. that includes bike lanes and a center turn lane to make La Crescenta Avenue safer.

We need a design that will slow down cars and reduce collisions, not to mention be safer for bicyclists and pedestrians.”

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[Response to Question/Comment No. 7:](#)

Comment noted.

Question/Comment No. 8 – (James Dog, Email Received February 15, 2022)

“In regards to the layout of La Crescenta Ave; this is an opportunity to advance the livability of the area in a massive way.

By adding segregated bicycle lanes and center turn lanes, it can signal a very strong message that the city is looking to safe neighborhoods

and a progressive roadway design that encourages thoughtful driving habits and safe passage for alternative transportation such as bicycles.

La Crescenta Ave is a main roadway for our best and brightest that use this street to and from the elementary, junior and senior high schools.

The geography of the street can make for dangerous accident situations.

The city is aware that speeds on the road nearly avg. 50 mph and have had too many auto collisions on this road. The dynamics must be changed.

Adding segregated bicycle lanes, center turn only lanes, and slowing avg. speeds by design would be a powerful change that truly reflects the use of the area, and the roadway.

Segregated bicycle lanes would also tie into the existing bicycle lanes on Foothill and begin to create a network of bicycle friendly roads within the area.

With proven safety improvements with bicycle lanes on Santa Carlotta, the city of Glendale can really signal some very advanced roadway design with very little investment.

Slower speeds, clearly defined road usage will encourage safe driving. It will reduce accidents and improve the quality of life.

These are major benefits. With La Crescenta Ave being a main artery of local traffic, it can also clearly signal the true use of the roadway.

It is not a high-speed through fare as it is being treated. This is a neighborhood, with heavy family and children use.

Thank you for your time and please push to make Glendale greater than it already is!”

[Response to Question/Comment No. 8:](#)

Comment noted.

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Question/Comment No. 9 – (Michelle Abraamian, Email Received February 15, 2022)

“I’m afraid I’ll be unable to join the meeting on Thursday. Will it by any chance be recorded or available for viewing later?”

Response to Question/Comment No. 9:

The Recorded Meeting is posted on the dedicated project website as follows:

<https://www.glendaleca.gov/government/departments/public-works/projects/upcoming/la-crescenta-avenue-rehabilitation-project>

Question/Comment No. 10 – (Kara Sergile, Email Received February 16, 2022)

“I have been a resident of Glendale for over twenty years, and am a Registered Nurse/Public Health professional with over 36 years of experience...Additionally, I am a founding member of Walk Bike Glendale and consulted directly to the City of Glendale for over 5 years (2010-2015) on the Safe Routes to School infrastructure improvements and brought the annual Walk-to-School Day event to over 30 schools in Glendale (public and private).

It has been brought to my attention that the City will soon be repaving La Crescenta Avenue, which provides a unique opportunity to redesign the street to make it safer. With the average speed being 46 mph and over 80 crashes in the last 5 years, the status quo is unacceptable. And just last week, there was a tragic car crash on Verdugo and Menlo, with 1 fatality and multiple people injured. I have yet to see a press release about this horrible crash...and have only learned of it through social media...There is word circulating that there were actually 2 fatalities.

The neighborhoods near La Crescenta Avenue include many families with young kids, Fremont Elementary School, and the Sparr Heights Community Center. The city should consider redesigning the roadway to reduce speeds and prevent collisions, and make it safer for people to walk and bike in the area.

A redesigned option could include a center turn lane, making left turns easier and drastically reducing the predominant collision types happening along this corridor: rear-ends and broadside collisions. It can also include bike lanes, which would reduce speeding and dedicate a space for people who are biking, while also providing an additional buffer for pedestrians from fast moving cars.

The existing condition along La Crescenta Avenue is dangerous, and we need the city to redesign the street to keep our community safe. “Sharrows” for bicyclists are totally unacceptable given the high automobile speeds on this stretch of road.

I am unable to attend tomorrow evening’s meeting, as I will be out of town on business.

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Please consider everything that can be done to reduce speeds on La Crescenta Avenue and make it safer for all users.”

[Response to Question/Comment No. 10:](#)

Comment noted.

[Question/Comment No. 11 – \(Gene Gleeson, Email Received February 16, 2022\)](#)

“I am a longtime resident of Glendale and a bike rider. I have spoken before the council several times in favor of redesigning La Crescenta Blvd. into a more balanced and I believe safer thoroughfare by adding bike lanes to the mix. It is an obvious choice given its north/south orientation and connection to both Verdugo and Canada boulevards. It is long past time to begin to bring Glendale’s transportation mix into balance with safer, not faster streets.”

[Response to Question/Comment No. 11:](#)

Comment noted.

[Question/Comment No. 12 – \(Jenny Morataya, Email Received February 16, 2022\)](#)

“My name is Jenny Morataya and I grew up in Glendale (91208) and often bike, walk, and drive down La Crescenta Ave. I am writing in support of a street redesign that includes bike lanes and a center turn lane to make La Crescenta Avenue safer (and reject the sharrow option).

Speeding is a real problem here and the status quo of adding a few sharrows would put people in danger. In the last 5 years, this corridor averaged 46 mph and has had over 80 collisions. The kids, elders, and families who live here deserve safe streets in their community. The redesign improvement could help fix this! The upcoming project gives the City an opportunity to make La Crescenta Ave safer by slowing cars down and reducing rear-end and broadside crashes.

As a multi-modal person who loves to move around Glendale, I respectfully ask that you please support a safer street with bike lanes and reject the sharrow option. This could be a great benefit to our local community as well as a good start to building a comprehensive and meaningful bike network in our wonderful city.”

[Response to Question/Comment No. 12:](#)

Comment noted.

[Question/Comment No. 13 – \(Daniel Warner, Email Received February 16, 2022\)](#)

“I am extremely concerned by the idea that proposals for a protected bicycle lane are under threat. As a dedicated bicycle commuter living in the foothill communities, there

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are few options to get down to Burbank and Glendale city for work. La Tuna Canyon has its own issues, but so does Verdugo / La Crescenta.

I have already made complaints to city engineers about the absurd design of Verdugo and La Crescenta. I have also made complaints to LAPD traffic division about reckless driving and speeding every day but they just complained that their budget was cut and cannot help me. Imagine merging onto an interstate highway on a bicycle, that's what it feels like!

Verdugo is a freeway without the safety measures of a freeway. I'm surprised more people aren't killed on these poorly designed, car centric connections between the foothills and economic opportunities below. Cars are regularly speeding in excess of the speed limit, easily surpassing freeway speeds, Not Sharing the Road. There isn't enough space to share the road, we must do better to provide a network of protected bike lanes so people can get to work without getting killed.

The City of Glendale will be repaving La Crescenta Avenue (between Montrose Ave and Verdugo Rd) and is currently considering an option that includes bike lanes, and maybe protected bike lanes (the first ever in Glendale)! Unfortunately, another option exists: keep things the way they are, and slap on sharrows onto a 46 mph street. We all know cars are regularly traveling much faster than 46mph!

We MUST have protected bike lanes on these streets to correct the horrible design choices that have been made in the past, and encouraged drivers to speed dangerously, while bicyclists risk their lives every day getting to work!"

[Response to Question/Comment No. 13:](#)

Comment noted.

Question/Comment No. 14 – (Wendy Hunter, Email Received February 17, 2022)

"I live in the Montrose area and am writing to express my support of a redesign of La Crescenta Avenue, to increase safety in my neighborhood."

[Response to Question/Comment No. 14:](#)

Comment noted.

Question/Comment No. 15 – (Paul Rabinov, Email Received February 16, 2022)

"I live in the Crescenta Valley, and drive, cycle and walk La Crescenta Avenue on a daily basis. The vehicle speeds from Honolulu to Verdugo, especially heading down hill are dangerously high. It is one of the most unsafe streets in the valley. Motorists seemingly ignore the posted speed limit. I strongly support reducing the number of

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lanes in each direction to one with the inclusion of a center turn lane and the addition of bike lanes (ideally protected).”

[Response to Question/Comment No. 15:](#)

Comment noted.

Question/Comment No. 16 – (Mike Sovich, Email Received February 17, 2022)

“I have been made aware of the upcoming paving project and would like to express my support for Protected Bike Laned. I live right next to the project and ride my bicycle in the area nearly every day. Over the years La Crescenta car speeds have increased to the point where I now feel unsafe on a bicycle with very little separation between cars and bikes. Please, please build the protected lanes. Of course I am a car driver too and the bike lanes would be welcome from this perspective also.”

[Response to Question/Comment No. 16:](#)

Comment noted.

Question/Comment No. 17 – (Mplazony, Email Received February 17, 2022)

“I strongly support the option to provide bike/walk lanes during the repaving. Sharrows is not an option. That doesn’t work. Drivers ignore any suggestion of sharing the road.”

[Response to Question/Comment No. 17:](#)

Comment noted.

Question/Comment No. 18 – (Kenny Uong, Email Received February 17, 2022)

“I am writing in support of a street redesign that includes bike lanes and a center turn lane to make La Crescenta Avenue safer.

Glendale is not doing enough by simply adding sharrows on a corridor that averages 46 mph and has had over 80 collisions in the last 5 years. This neighborhood is home to many kids, elders, and families who deserve safe streets in their community. In the upcoming project, the City has an opportunity to make La Crescenta Ave. safer by slowing cars down and reducing rear-end and broadside crashes.

I respectfully ask that you please support a safer street with bike lanes and reject the sharrow option. This could be a great benefit to our local community as well as a good start to building a comprehensive and meaningful bike network in our city.”

[Response to Question/Comment No. 18:](#)

Comment noted.

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Question/Comment No. 19 – (Bill Weisman, Email Received February 17, 2022)

“Sharon and I have lived in this valley for about 40 years now, and one of the problems we have unfortunately become accustomed to is that of speeding vehicles in our residential neighborhoods. Many drivers don't watch their speed, especially when going downhill.

It is dangerous and unacceptable that most drivers on La Crescenta Ave. do not comply with the posted speed limit of 40mph. This seems evident from the numerous traffic collisions over the past 5 years. Posted speed limit signs are not an effective countermeasure, because - like sharrows - they are usually ignored by most motorists, even those who know what they mean.

While education and enforcement are useful tools, it is engineering that will get us the most bang for the buck. Engineered street design features that cannot be ignored - like physically and visually narrowing the street through the use of marked bike lanes and center turn lanes - is the most effective approach. If feasible, reducing the speed limit to 35MPH pursuant to AB43 would be helpful as well.

Please work with us to slow down dangerous speeding motorists in our residential neighborhoods.”

Response to Question/Comment No. 19:

Comment noted.

Question/Comment No. 20 – (Lia Soorenian, Email Received February 17, 2022)

“I am a resident of La Crescenta and I grew up and currently live two block away from La Crescenta Ave. I unfortunately cannot attend tonight's meeting but I support protected bike lanes and center turn lanes on La Crescenta Ave. I would like to see pedestrian and biker safety prioritized in this new plan.”

Response to Question/Comment No. 20:

Comment noted.

Question/Comment No. 21 – (Manuel Menjivar, Email Received February 17, 2022)

“I am writing in support of a street redesign that includes bike lanes and a center turn lane to make La Crescenta Avenue safer.

Glendale is not doing enough by simply adding sharrows on a corridor that averages 46 mph and has had over 80 collisions in the last 5 years. This neighborhood is home to many kids, elders, and families who deserve safe streets in their community. In the upcoming project, the City has an opportunity to make La Crescenta Ave safer by

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slowing cars down and reducing rear-end and broadside crashes.

I respectfully ask that you please support a safer street with bike lanes and reject the sharrows option. This could be a great benefit to our local community as well as a good start to building a comprehensive and meaningful bike network in our city.”

[Response to Question/Comment No. 21:](#)

Comment noted.

Question/Comment No. 22 – (Roberta Medford, Email Received February 17, 2022)

“Anything to slow down traffic on La Crescenta Avenue (especially on the downhill stretches) would be an improvement. We are homeowners on Sycamore Avenue and live less than a block from La Crescenta Avenue. We use it as drivers and as pedestrians so are very familiar with conditions on it.

I do not see that sharrows would do anything at all toward making it a safer, slower street. It is a wide street which could accommodate actual bike lanes, even protected bike lanes. Given the slope going up to Foothill, dedicated lanes would be a boon to the numerous cyclists here in the Crescenta Valley.

Although I am not able to attend tonight’s meeting I ask you to consider my comments as a nearby resident, and urge you to take this opportunity to make La Crescenta Avenue both slower and safer, while facilitating cycling in Glendale at the same time.”

[Response to Question/Comment No. 22:](#)

Comment noted.

Question/Comment No. 23 – (Marc Gaudioso, Email Received February 17, 2022)

“I am a La Crescenta resident and wanted to write to express my support for the proposed bike lane on La Crescenta Ave. between Montrose Ave. and Verdugo Rd. We need more safe, bikeable roads in our community, for our quality of life and our environment.”

[Response to Question/Comment No. 23:](#)

Comment noted.

Question/Comment No. 24 – (Kevin Doody, Email Received February 17, 2022)

“I strongly urge City Council to support improvements on La Crescenta Avenue, including adding bike lanes and a center turn lane. Your actions will make our city safer and help create a more enjoyable environment.”

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[Response to Question/Comment No. 24:](#)

Comment noted.

Question/Comment No. 25 – (Eric Geller, Email Received February 17, 2022)

“I write to you in support of a fully separate and protected bike lane on La Crescenta Ave. Being a road and mountain biker I can tell you from personal experience that drivers do not understand the laws surrounding bicycles on the road, and I have personally been accosted, yelled at, and had my life threatened by drivers why riding my bike in lanes painted with sharrows was a criminal offense. Having a dedicated bike lane on a street that busy will benefit both cyclist and drivers with a safer flow of traffic.”

[Response to Question/Comment No. 25:](#)

Comment noted.

Question/Comment No. 26 – (Melody Abolian, Email Received February 17, 2022)

“My mom and I live off of Rosemont Avenue and we use La Crescenta Avenue every day to get down to downtown Glendale or to get to the 210 Freeway. I can tell you from first-hand experience the street is very dangerous and people travel too fast. There is no center turn lane, which makes it very hard to turn left onto La Crescenta, and people are always whizzing by me as I try to go the speed limit. What can be done to slow people down and make the street safer? What is out there now isn't working.”

[Response to Question/Comment No. 26:](#)

Comment noted. Our design team is currently exploring two options; the first option consists of lane reconfiguration which will include a two-way-left-turn center turn lane, and bike lane facilities but reduces the travel lanes to one lane in each direction. The second option consists of retaining the existing conditions but will have improved pavement markings, and green sharrows.

Question/Comment No. 27 – (Desiree Portillo Rabinov, Email Received February 17, 2022)

“I'm writing to inform you of my support in revisiting the La Crescenta Avenue project as a safe active transportation corridor to allow for Class I, II, or IV protected bike lanes while addressing pedestrian traffic calming improvements. This street is one of two direct thoroughfares from the Northern Glendale, La Crescenta, and La Canada to get to southern Glendale destinations.

La Crescenta Avenue has the level of traffic stress of a four ranking which cars move through at a prevailing speed of 40-mile limit. Therefore, it is hazardous to compete with a vehicle. To maintain consistency with the State of California Active Transportation

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plan 2050, I suggest you consider the following per the state Vision plan for biking and walking.

- Safety – Reduce the number, rate, and severity of bicycle and pedestrian-involved collisions
- Mobility – Increase walking and bicycling in California
- Preservation – Maintain a high-quality active transportation system

It's critical to make our streets safe and user-friendly for all multi modes of transportation. As a cyclist myself it is always a treacherous pathway and a fear that I may get hit.

I hope you will reconsider the mobility movements for La Crescenta Avenue to achieve the State goals toward improving transportation mobility and reducing vehicle miles traveled by single-occupant users.”

[Response to Question/Comment No. 27:](#)

Comment noted.

Question/Comment No. 28 – (Yeanette Menjivar, Email Received February 17, 2022)

“I am writing in support of a street redesign that includes bike lanes and a center turn lane to make La Crescenta Avenue safer.

Glendale is not doing enough by simply adding sharrows on a corridor that averages 46 mph and has had over 80 collisions in the last 5 years. This neighborhood is home to many kids, elders, and families who deserve safe streets in their community. In the upcoming project, the City has an opportunity to make La Crescenta Ave. safer by slowing cars down and reducing rear-end and broadside crashes.

I respectfully ask that you please support a safer street with bike lanes and reject the sharrow option. This could be a great benefit to our local community as well as a good start to building a comprehensive and meaningful bike network in our city.”

[Response to Question/Comment No. 28:](#)

Comment noted.

Question/Comment No. 29 – (Bob Nicksin, Email Received February 18, 2022)

“I write in support of Alternative 1 (established bike lanes with one vehicle travel lane in each direction) for the La Crescenta Avenue Rehabilitation Project.

The National Association of City Transportation Officials does not recommend sharrows for streets with a speed limit of over 35 MPH. As you are aware, La Crescenta Avenue has a speed limit of 40 MPH, with most southbound cars hitting 50 MPH. Thus,

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Alternative 2, as currently presented, is unworkable and exposes the city to liability should a bicyclist be injured while riding in an improperly configured sharrow.

With regard to the 40 MPH speed limit, this high limit also impacts portions of Canada Blvd. further south, where drivers are reluctant to reduce their speed (or they may simply miss the one speed limit sign that is partially obscured by foliage). A speed limit of 30 MPH on all of La Crescenta, Verdugo and Canada would better reflect the residential nature of the neighborhood.

Finally, I urge the city to look at the intersection of Verdugo and La Crescenta at the south end of the project. As it is currently configured, southbound traffic on La Crescenta need not stop. This puts bicyclists on southbound Verdugo in extreme danger as they attempt to merge with traffic moving at 40-50 MPH. There needs to be a stoppage of traffic on southbound La Crescenta to allow bicyclists to safely access the bike lane on La Crescenta from Verdugo.”

[Response to Question/Comment No. 29:](#)

Comment noted.

Question/Comment No. 30 – (Luiza Baloyan, Email Received February 18, 2022)

“As a resident of Sparr Heights, I would like to object to the “Alternative 1” proposal. This proposal will not only cause a huge amount of traffic but it will place many drivers at risk of a collision. With only one lane on each side, drivers will attempt to zoom past slower driving vehicles using the bike lane or middle turning lane. This is a very common occurrence for busy streets with only one lane. This does not solve our safety and speeding problem; in the contrary, it makes it worse for everyone one using the street.

My second point includes tremendous traffic increase especially with the Verdugo Wash project consideration. How would any of this work? Us residents will not be able to leave our streets to get on to La Crescent Ave. with the amount of traffic from “Alternative 1” project, Verdugo Wash proposal and the elementary school traffic close by. Please reconsider and calculate all of these issues that will be a direct result of these so called “making our community safer” initiatives.”

[Response to Question/Comment No. 30:](#)

Comment noted.

Question/Comment No. 31 – (Matthew Mackey, Email Received February 20, 2022)

“I don’t know if my comments are coming too late, but I want to express my support for redesigning how the lanes on the southern portion of La Crescenta Ave are arranged.

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For years I used that road for my daily commute, and saw my fair share of near hits. The lack of a left turn lane frequently resulted in sudden stops and difficult merges. And while I considered biking to work - something I did when my route was different - that particular stretch of road was one of the reasons I never did. (Sharrows wouldn't have helped that at all.)”

[Response to Question/Comment No. 31:](#)

Comment noted.

Question/Comment No. 32 – (JG, Email Received February 21, 2022)

“Hello,

Please support bike lanes for La Crescenta Avenue (between Montrose Ave and Verdugo Rd). I love Glendale...this is my city and I want to feel like it's moving towards become safer and more modern.

Bike lanes have been a proven traffic calming tool. They slow down streets making it way safer for pedestrians and bicyclists. They also reduce car traffic and make the environment more sustainable.

Sharrows are ineffective for La Crescenta. Because the speed lane on this road is at 46mph, sharrows would make riding bikes still way too scary for us regular folk (casual riders). The speed lane on this road is just way too fast.

As it is, I have greatly reduced my bike riding compared to when I lived in Sydney Australia and San Francisco because Glendale just doesn't make it safe enough for me to ride.

Sydney and San Francisco are truly green cities where they have made clear and strong efforts for safer streets.

I believe Glendale can be as modern, inspiring, and attractive.

I feel so thankful for Burbank for their Chandler bike path.

We can have something cool like this in Glendale too, right? Or something even cooler?

I have been a Glendale resident for decades. I am a homeowner here. And I still don't feel safe enough to bike anywhere around here with regularity. But that also means I add a car out there in our city. I add to the traffic congestion and to the parking issues.

I am writing today because you have the power and influence to make our daily lives better.

Bike lanes to La Crescenta, pls!”

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[Response to Question/Comment No. 32:](#)

Comment noted.

Question/Comment No. 33 – (Erik Hovland, Email Received February 17, 2022)

“As an avid cyclist and avid bicycle commuter I have traveled La Crescenta Avenue many times. And at all times it is a fast, dangerous road because car drivers regularly speed and drive aggressively. Since this road is a major arterial, even called out in the Glendale Bicycle Master Plan, Glendale needs to adopt a Vision Zero outlook to all roads but especially La Crescenta Avenue.

Please consider protected bike lanes here and as much bike and walking enabling as possible. As a resident of Glendale I applaud your efforts in considering improvements to La Crescenta Avenue.”

[Response to Question/Comment No. 33:](#)

Comment noted.

Question/Comment No. 34 – (Dave Gallagher, Email Received February 22, 2022)

“Hello and thank you for the terrific meeting that covered the engineering behind the measures to make the street safer for the community.

I apologize for the length of this email but felt compelled to share some specific ideas that may help the project and the people that will be using it.

I live a couple blocks north of the project intersection at Roselawn and was so happy to hear option 1 which presented less lanes for cars and added measures for pedestrians and cyclists. Thank you to the engineering team at Glendale!

Below are comments informed by my work as a public sector landscape architect that seeks opportunities to improve the experience of the surrounding landscape. Again, I applaud the engineering staff of Glendale and merely requesting additional elements and consideration to make the project really ‘sing’ with its function and aesthetic qualities to be even more legible to the community.

The following comments center on (2) main goals:

- Safety. What specific additional measure can we add to the design to be a showcase of safe crossing for an 8 and an 80 year-old to be able to be walk along or cross La Crescenta Ave.
- Delight. How can this new design for La Crescenta Ave be as attractive as Montrose Shopping Park which has a meandering street, converges Honolulu Ave’s from (4) lanes to (2), and is a magnet for safe walking and serves to support the community.

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SAFETY for Pedestrians: People need to be seen and made a priority through use of elements added to the street design to reduce the amount of time they are exposed to lane of traffic traveled by cars.

1. What additional measures and elements have been added to travel lanes? Can speed bumps help? How can the design incorporate meandering alignment of the street centerline for the path of travel of the cars?

Safety measures incorporated into alternative 1 option, includes a new two-way-left-turn-center lane, bike lanes, and pavement markings. Speed bumps can only be installed on local, neighborhood collector, or community collector streets with speed limits of 25 mpg or less and meet other traffic study requirements. Meandering of the center line for the path of travel of the cars is not advisable as La Crescenta is a major arterial street which carries a higher volume of traffic that connects North and South Glendale.

2. Are chicanes being considered? What other traffic calming measures can be employed?

Chicanes are not considered for this project. Safety measures incorporated into alternative 1 option, includes a new two-way-left-turn center lane, bike lanes, and pavement markings.

3. Can the design have bright white ‘continental’ stripe for high visibility demarcation of pedestrian crossing zone?

There will be new installation of “continental” striping at the intersection of La Crescenta Avenue and Shirlyjean Street, and La Crescenta Avenue and Roselawn Avenue.

4. Are bulb-out curb extension being installed at intersections, both traffic signal and those intersections that do not have a traffic signal?

Bulb-out curb extensions are incorporated into the project design at various locations.

5. Are pedestrian activated flashing signals being installed at intersections without traffic signal?

Pedestrian activated rapid flashing beacons will be installed at the intersection of La Crescenta Avenue and Piedmont Avenue.

6. Are there additional intersections that can be proposed with bulb-out curb extensions w/ped activated flashing signal be added? Such as:

a. At Piedmont Ave?

Bulb-out curb extension is considered at this location.

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b. At Sycamore Ave? This would provide connection to the community S/O Honolulu and W/O La Crescenta Ave, to Montrose shopping as well as Montrose Community Park.

No

c. At Shirlyjean St? Same reason but Shirlyjean has unique, only (1) access at this intersection so highly needed

No

d. Oakmont View Dr? Similar to reason stated for Shirlyjean as pedestrians are kind of on their own at this intersection. But this seems to have difficulty in 'landing' a crosswalk and accessible ramp on the east side of La Crescenta with possibly having to work around the existing street light...

No

e. At Urquidez Ave? This seems like an opportunity to explore a curb extension bulb out crossing if Oakmont View Dr proves too challenging.

Bulb-out curb extension is considered at this location.

f. At Roselawn?

Bulb-out curb extension is considered at this location.

g. At Las Palmas Ave? This is right at and would provide a transfer/crossing from the Verdugo Wash and golf course open space on west side of La Crescenta Ave to Fremont Elementary.

No

SAFETY for Cyclists: Cyclists should also be given extra room and physical boundaries separating them from cars in as much space available.

1. Can vertical elements like plastic bollards be used in more narrow areas?

Alternative 1 provides a horizontal buffer for cyclist on both sides of the street between Montrose avenue and Shirley Jean Street and on Southbound direction between Shirley Jean Street and Verdugo Road. Vertical elements will be evaluated for buffer areas where they do not impede on-street parallel parking.

2. How can permanent structural elements like curb and gutter with planting of shrubs and trees be added where space permits?

This project incorporates recommendations per City's Certified Arborist for new tree plantings throughout the corridor.

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3. Is there an opportunity to have parked cars on the east side of La Crescenta have separation between the car lane and the bike lane?

Alternative 1 provides a horizontal buffer for cyclist on both sides of the street between Montrose avenue and Shirley Jean Street and on Southbound direction between Shirley Jean Street and Verdugo Road. Additional separation between parked cars and bike lane are not achievable due to the roadway geometry restriction.

DELIGHT. Montrose Shopping Park offers planting areas and use of increased tree canopy, how can La Crescenta Ave do a contemporary version of that enlightened design from 1958!?

Our project design team will consider this comment.

1. How can the centerline of the traffic meander in a similar manner that Montrose Shopping Park uses? A meandering centerline could create increased planting areas like it does for Montrose Shopping Park, and if added to the project, could that geometry allow for greater quantity of trees to be proposed?

See answer to question 1 in section "Safety"

2. Can vertical permanent structural elements like curb and gutter also have curb cuts for bioswales with planting of shrubs and trees be added where space permits?

There are no plans to install bioswales on La Crescenta Avenue, however, this project incorporates drywell installations throughout the corridor.

3. When trees and planting are proposed, are there additional efforts to provide uncompacted soil such as suspended pavement system? Those provide compaction loads for pavement requirements but also allow greater volumes of soil that is not compacted resulting in healthier soil available for tree roots. Could these be considered for larger volumes of amended soil both if existing or import is considered?

The City does not have plans for installation suspended pavement systems.

4. Tree selection. Design presented seems to be focused on Quercus varieties which is commendable. However, could there be additional trees such as drought tolerant but provide shade and color also be considered near intersections or other key locations to provide visual accent as well as more diversity? (But not proposed immediately adjacent to Wash section of improvement area.) Not an exhaustive list, but some trees to consider in light of extended summer duration and extreme summer temperatures:

- a. Koelreuteria bipinn or panicu;
- b. Cassia leotophylla

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- c. Chilopsis
- d. x Chitalpa
- e. Bauhinia
- f. Pistacia chinensis
- g. Platanus x hispanica 'Bloodgood'
- h. Jacaranda
- i. Ulmus parvifolia

Comment noted.

5. Consider adding wayfinding signage with color theme and design intended for these unique neighborhoods located at the west and north of Verdugo Mountains and foot of San Gabriel Mountains. Wayfinding signage could point to local landmarks such as: Montrose Shopping Park, Montrose Park, businesses of Sparr Heights, Rock Haven, and the Verdugo Wash. Consider adding interpretive graphic signage which shares unique natural and historic background such as this area was sought for respiratory health, had productive crops, as well as the story of the storm channels.”

Comment noted.

Question/Comment No. 35 – (Joe Gjura, Email Received February 23, 2022)

“I am writing in support of a street redesign that includes bike lanes and a center turn lane to make La Crescenta Avenue safer for those on two wheels.

Glendale is not doing enough by simply adding sharrows on a corridor that averages 46 mph and has had over 80 collisions in the last 5 years. This neighborhood is home to many kids, elders, and families who deserve safe streets in their community.

Would you genuinely feel safe having your own kids or family members ride bikes on such streets with just sharrows in place to "protect" them?

I respectfully ask that you please support a safer street with bike lanes in favor of sharrows. This could be a great benefit to our community as well as a good start to building a comprehensive and meaningful bike network in our city that in an ideal world could very well reduce traffic congestion and keep our infrastructure fresh.”

Response to Question/Comment No. 35:

Comment noted.

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Virtual Community Meeting Comments Received via Call-In

Question/Comment No. 36 – (Patrick Murphy, Call Received February 17, 2022)

“Traffic will increase on Sycamore. If La Crescenta Avenue (LCA) is reduced to one lane, traffic will back up on Honolulu. I challenge the study. It will be wrong. I support alternate no. 2 with traffic speed reduction. Keep the 2 lanes, reduce traffic to 30mph, and implement the sharrows. Install pedestrian crosswalk at Sycamore and La Crescenta Avenue.”

Response to Question/Comment No. 36:

Comment noted.

Question/Comment No. 37 – (Paul Rabinov, Call Received February 17, 2022)

“I support reducing the lanes for vehicles and the addition of bike lanes. Reduce the speed limit. I support proposal no. 1.”

Response to Question/Comment No. 37:

Comment noted.

Question/Comment No. 38 – (Scott Lowe, Call Received February 17, 2022)

“I support alternative no. 1. Build infrastructure that curbs aggressive driving, allowing traffic to safely share the road with slower and safer modes of transportation. Alternative no. 1 would prevent 92 accidents over 20 years and result in \$17M in cost savings.”

Response to Question/Comment No. 38:

Comment noted.

Question/Comment No. 39 – (Brenda Gant, Call Received February 17, 2022)

“I support option no. 2. Giving 2 entire lanes to bicycles is not effective. Enforce speed limits. Implement other options. Consider rumble strips.”

Response to Question/Comment No. 39:

Comment noted.

Question/Comment No. 40 – (Wendy Law, Call Received February 17, 2022)

“My main concern is speed along LCA. Lower the speed limit to 35 mph and add rumble strips. I also support the sharrows option. The number of bicyclists is low compared to the number of motorists. Make it safer to exit Urquidez Ave. There are cars parked along the curb and we can't see these vehicles. There is a need for visibility improvement”

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[Response to Question/Comment No. 40:](#)

Comment noted.

Question/Comment No. 41 – (Alfredo Rosales, Call Received February 17, 2022)

“I support proposition no. 1. People continue to speed. Reduce the speed. Having parking lane and bike lanes will give space to back out of street. Rumble strips don’t slow down the drivers. Is there going to be a vote on the alternatives?”

[Response to Question/Comment No. 41:](#)

After gathering community feedback in this meeting, and the existing feedback we have received and continue to receive, as well as any additional community outreach efforts, the project design recommendations will be proposed to the Glendale City Council for final design direction and bid advertisement.

Question/Comment No. 42 – (“Devoran”, Call Received February 17, 2022)

“I support alternative no. 1. We support anything that is safe for bicyclists. Provide public transportation in LC. Biking is not safe in LC at the moment.”

[Response to Question/Comment No. 42:](#)

Comment noted.

Question/Comment No. 43 – (Josh De Carlo, Call Received February 17, 2022)

“I’m in favor of option no. 1. Traffic is very fast. People use stop signs as a start to drag racing. Encourage bicycling. Sharrows are not enough of a deterrent. Reduce the traffic for the safety of our children and the benefit of our neighborhood. Slow down the traffic. Add speed bumps.”

[Response to Question/Comment No. 43:](#)

Comment noted.

Question/Comment No. 44 – (Paul Covington, Call Received February 17, 2022)

“I support alternative no. 1. Cars are so close to bicyclists. People need to slow down. It’s not a drag strip. It’s a neighborhood. Green bike lanes are fantastic.”

[Response to Question/Comment No. 44:](#)

Comment noted.

Question/Comment No. 45 – (“David” , Call Received February 17, 2022)

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“I hear high speed of travel and crashes. Think about what it’s like for an 8-year-old and an 80-year-old. Implement safe crossings for pedestrians. Implement bulb outs and pedestrian activated signals. Address Safe Routes to School. Encourage curbing travel lane. Add suspended pavement for trees.”

[Response to Question/Comment No. 45:](#)

Comment noted.

Question/Comment No. 46 – (Jenny Morataya, Call Received February 17, 2022)

“I support proposal no. 1. LCA will be safer. Sharrows will not help. Building a useful bike network will. Reducing to one lane will not deter traffic. Families deserve safe streets; slow down cars and reduce the crashes.”

[Response to Question/Comment No. 46:](#)

Comment noted.

Question/Comment No. 47 – (Evan Gore, Call Received February 17, 2022)

“Biking is not safe. Law enforcement is not helpful in slowing down traffic. Endorse making a place of value for children and the elderly. I’m concerned about speeding. I support safety improvements in the form of option no. 1 or physical impediment to speeding. Use “S” curves. Sharrows do not solve the problem. It’s not an effective method of mitigation.”

[Response to Question/Comment No. 47:](#)

Comment noted.

Question/Comment No. 48 – (Don Urquidez, Call Received February 17, 2022)

“Reduce the speed on LCA to 35 mph. Oakmont View Drive is very busy with the kids going home from school. Make it safer for the kids.”

[Response to Question/Comment No. 48:](#)

Comment noted.

Question/Comment No. 49 – (Cary Fields, Call Received February 17, 2022)

“In support of alternative no. 1. The speeding is a problem especially on Foothill Blvd. We need to get people out of their cars.”

[Response to Question/Comment No. 49:](#)

Comment noted.

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Question/Comment No. 50 – (Chris Welch, Call Received February 17, 2022)

“In favor of Alternative 1. I’m a former Commissioner with the City. Reduce speed by design and architecture elements. Safety is major objective. Alternative 1 will reduce accidents. Center turn lane is good. Bike lanes should be closer to the curb.”

Response to Question/Comment No. 50:

Comment noted.

Question/Comment No. 51 – (“Alek B.”, Call Received February 17, 2022)

“I am chair of the city’s Sustainability Commission. I encourage safe streets by reducing speeds. Spot enforcement by GPD does not work. Center turn lane will reduce speeds. I support bike lane option. It will reduce crashes. “

Response to Question/Comment No. 51:

Comment noted.

Question/Comment No. 52 – (Ana Tabuena - Ruddy, Call Received February 17, 2022)

“Cars rush. It is unsafe for students and families. Enforcement is not reliable. We need permanent solutions. Support alternative no. 1. Posted speed is 40mph but in reality drivers speed at 50mph. On the days we bike, we use the sidewalks and not the roadway. Drivers are impatient with sharrows. More people will bike if biking infrastructure is safer. Triangle islands create blind spots. Red curbs should be made into bump outs.”

Response to Question/Comment No. 52:

Comment noted.

Question/Comment No. 53 – (Christian Lignan, Call Received February 17, 2022)

“Support alternative no. 1. It will reduce speed on LCA. Center turning left lane will help. Build roundabouts. They work well in Europe.”

Response to Question/Comment No. 53:

Comment noted.

Question/Comment No. 54 – Barbara Hannigan, Call Received February 17, 2022)

“Traffic travels a lot faster than the posted speed. I’m very nervous about turning into my street. I have a concern about having only one lane. Will parking be taken away by American Legion Hall? Can more traffic lights be added to control speeds on this corridor?”

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[Response to Question/Comment No. 54:](#)

Comment noted. Parking will not be affected by the American Legion Hall. Both alternatives presented at the community meeting retain the existing parking lane by American Legion Hall. No additional Traffic Signal Installation is proposed with this project.

Question/Comment No. 55 – (Martha Sensel, Call Received February 17, 2022)

“I support proposal no. 1. This corridor is high speed and low volume. The latter encourages speeding. Dedicated bike lane is a benefit to all residents. They will be more visible. Support speed bumps and decrease speed limit. It will benefit families with children and older adults.”

[Response to Question/Comment No. 55:](#)

Comment noted.

Question/Comment No. 56 – (“Vahe” , Call Received February 17, 2022)

“The volume of cars has tripled. I like the bike lane solution. LCA and Verdugo, where 2 car lanes turn into one would be a death trap for bicyclists.”

[Response to Question/Comment No. 56:](#)

Comment noted.

Question/Comment No. 57 – (Eric Yesayan, Call Received February 17, 2022)

“I’m on the Planning Commission. I am scared of biking in Glendale. I support alternative 1. My dad likes to walk. He has to cross LCA; 4 lanes of traffic. I worry about him and older pedestrians.”

[Response to Question/Comment No. 57:](#)

Comment noted.

Question/Comment No. 58 – (Severin Martinez, Call Received February 17, 2022)

“FHA lane reconfiguration can be done on this street. Sharrows don’t help in this context. Enforcement is temporary. The problem is 24/7. Average street speeds are very high here. LCA is a high speed corridor. Reduce the travel lanes. Option 1 is better with the center turn lane. I recommend protected bike lanes.”

[Response to Question/Comment No. 58:](#)

Comment noted.

Question/Comment No. 59 – (Vahe Delanian, Call Received February 17, 2022)

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“I’m for alternative 1. Traffic is very bad. Winds from cars will move a person. It is not too many cars; it’s that they’re going too fast. We need turning lanes. People need a space to make their turn.”

[Response to Question/Comment No. 59:](#)

Comment noted.

Question/Comment No. 60 – (Scott Ellis, Call Received February 17, 2022)

“Cycling is a terrifying experience. Turn lanes are very important, especially near schools. One lane will slow traffic down. Sharrows don’t work.”

[Response to Question/Comment No. 60:](#)

Comment noted.