


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: March 13, 2025

To: The Honorable City Council  
c/o City Clerk, Room 395, City Hall  
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager  
Department of Transportation 

Subject: **LADOT REPORT ON IMPROVING PEDESTRIAN CONNECTIVITY AT THE INTERSECTION OF  
GLENDALE BOULEVARD AND FLETCHER DRIVE (COUNCIL FILE #23-1058)**

**SUMMARY**

As directed by Council File [\(CF\) 23-1058](#), this report provides an update on pedestrian connectivity at the intersection of Glendale Boulevard and Fletcher Drive. The report summarizes proposed solutions to increase pedestrian connectivity, address ADA accessibility, and reduce the number of pedestrian crossing legs at this location.

**RECOMMENDATION**

That the City Council Note and File this report.

**BACKGROUND**

The intersection of Glendale Boulevard and Fletcher Drive is on the border of Council Districts 4 and 13. Fletcher Drive lies on the City's 2018 High Injury Network. In the five year period from January 1, 2018, to December 31, 2022, 15 traffic collisions occurred at this intersection, including one pedestrian collision. Fletcher Drive and Glendale Boulevard south of Fletcher Drive are designated as Bicycle Enhanced Network (BEN) corridors in the City's Mobility Plan 2035. Glendale Boulevard north of Fletcher Drive is on the Bicycle Lane Network (BLN).

This intersection has four approaches with non-standard geometry and is controlled by traffic signals. There are crosswalks across three of the four approaches. LADOT installed Leading Pedestrian Interval (LPI) signal timing to this intersection in June 2023. The north side crosswalk crossing Glendale Boulevard does not have an access ramp on the west side, and the sidewalk terminates on the west side of Glendale Boulevard at the intersection. There is no crosswalk on the south side of the intersection crossing Glendale Boulevard, nor is there any sidewalk or accessible features for pedestrians to reach this proposed crosswalk. The west side of Glendale Boulevard through the intersection is hillside.

**DISCUSSION**

The Los Angeles Department of Transportation (LADOT) discussed possible improvements with the Bureau of Engineering (BOE) to identify scope elements and develop rough cost estimates to construct a sidewalk on the west side of Glendale Boulevard through the intersection and continuing approximately

500 feet south to connect to the existing sidewalk at 2505 Glendale Boulevard. The scope considered in this report is currently less than one-eighth of a mile, but final design requirements may extend the length beyond one-eighth of a mile, which could require additional improvements not considered in the scope of this report to fully comply with Measure HLA.

#### Pedestrian Connectivity on the West Side of Glendale Boulevard

The west side of the intersection lacks a sidewalk. It may be feasible to construct a new sidewalk within the intersection, but this construction will require a retaining wall to support the hillside which is included in the final cost estimate.

There are two potential methods to provide pedestrian access on the west side of Glendale Boulevard from the intersection of Glendale Boulevard and Fletcher Street to 2505 Glendale Boulevard. Option 1 would construct standard sidewalks adjacent to the existing curb, requiring hill excavation and retaining walls to support the adjacent hillside. BOE submitted a cost estimate for this first option at \$10,522,459, which does not include the additional work required at the intersection itself described below.

Option 2 is to remove parking and construct the sidewalk by relocating the curb into the street. A roadway reconfiguration with either traffic lane removal or parking removal should include bicycle facilities called for as part of the City's Mobility Plan 2035. The data needed to assess traffic lane and parking removal impacts has not been collected, and community engagement that complies with the City's MP2035 engagement protocols has not been completed. BOE submitted a cost estimate for this second option at \$1,594,260, which does not include the additional work required at the intersection itself described below.

#### Intersection Accessibility and Improved Crossing

An access ramp on the northwest corner of the intersection is needed to make the crosswalk and transit stop accessible. BOE's sidewalk repair program programmed this ramp for consultant design and estimated construction by the end of 2025.

To improve access to the southeast corner, LADOT considered the addition of a new south side crosswalk across Glendale Boulevard. If an additional crosswalk is to be added to the south leg of the intersection, the following will be required: new sidewalk on the west side of Glendale Boulevard through the intersection (included in Options 1 and 2 above), traffic signal modifications, and new access ramps on the southwest and southeast corners of the intersection. BOE and LADOT estimate the cost of this work including materials, labor, overhead, contingencies, and project delivery to be \$1,866,276.

If the above work is completed together with Option 1 above, the total cost would be \$13,075,619. If the above work is completed together with Option 2 above, the total cost would be \$3,253,133.

Option + Scope	Intersection Work	Sidewalk extension	Total
Intersection Work only, No Sidewalk	\$1,866,276	\$N/A	\$1,866,276
Option 1 - Sidewalk built into curbside	\$1,866,276	\$10,522,459	\$13,075,619
Option 2 - Parking Removal, Sidewalk built into street	\$1,866,276	\$1,594,260	\$3,253,133

**FISCAL IMPACT**

There is no impact to the General Fund resulting from the recommendation of this report. The estimated cost of improvements considered in this report range from \$1,866,276 to \$13,075,619 as described above.

LC:DM:ck