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August 9, 2021

Honorable Nury Martinez, President
Los Angeles City Council
Room 470, City Hall

c/o Holly L. Wolcott
City Clerk
Room 360, City Hall

SECOND ROUND OF CORRIDORS, COMPLETE STREETS PROGRAM REPORT BACK, COUNCIL FILE 17-0950-S2 AND 21- 0600-S64, FIRST THREE PROJECTS

Dear Council President Martinez:

RECOMMENDATIONS

That the Council:

1. **RECEIVE AND FILE** the recommended project base scope elements and budgets contained in Attachment A for the three projects listed below, based on the pre-design findings discussed in this report:
 - Culver Boulevard from Centinela Avenue to Slauson Avenue,
 - La Brea Avenue from Coliseum Street to Adams Boulevard,
 - Highland Avenue from Santa Monica Boulevard to Franklin Avenue
2. **INSTRUCT** the Bureau of Engineering (BOE), with support from the Los Angeles Department of Transportation (LADOT), the Bureau of Street Services (StreetsLA) and the Bureau of Sanitation (LASAN) to initiate the design of Culver Boulevard, La Brea Avenue and Highland Avenue Complete Streets projects, in parallel, progressing commensurate with the available funding.
3. **RECOMMEND** that funding to complete the balance of the design for the Culver Boulevard, La Brea Avenue and Highland Avenue Complete Streets projects be considered for inclusion in the FY 2022/23 proposed budget.

4. RECOMMEND that design funding for the Vision Zero scope of work for the intersection of Culver Boulevard and Berryman Avenue be considered for inclusion in the FY 2022/23 proposed budget.
5. RECOMMEND that additional studies be conducted at the intersection of Culver Boulevard and Inglewood Boulevard to improve southbound vehicle and bicycle movements.

BACKGROUND

On October 13, 2017, Council authorized the first six (6) corridors of the Street Reconstruction/Vision Zero Program, also referred to as the Complete Streets Program (CSP), C.F.17-0950. Subsequently, on March 28, 2018, the Mayor concurred with the action of the City Council, adopting the amended Budget for the CSP, C.F. 17-0950, which provides for the addition of sidewalk repair and green infrastructure elements, in addition to the street reconstruction/resurfacing and Vision Zero safety countermeasures. Currently, four (4) of the six (6) projects, Roscoe Boulevard, Temple Street, Venice Boulevard, and Main St. are complete. One (1) project, Reseda Boulevard is in construction and one (1) project, Avalon Boulevard, is currently in design with the final design scheduled to be complete by summer of 2022.

As part of the Adopted Budget for Fiscal Year 2019/20, C.F. 19-0600, twelve (12) corridors on the High-Injury Network were identified for Round 2 for the Complete Streets Program. The corridor selection was based on High Injury Network corridor traffic collision data resulting in killed and seriously injured (KSI), as well as data on Pavement Condition Indexes (PCI) available at the time of selection.

On October 2, 2019, Council authorized the pre-design of three (3) new Complete Street Projects, Culver Boulevard, La Brea Avenue, and Highland Avenue, C.F. 17-0950-S2, consistent with parameters outlined in the Complete Streets Project Planning, Pre-design and Design Checklist (CSP Checklist), with instructions to report to Council relative to the recommended design, construction budgets and schedules for those three projects based on the pre-design findings. As stated in the council report dated July 31, 2019, C.F. 17-1950 & 19-0412, Culver Boulevard, La Brea Avenue, and Highland Avenue were selected based on the project readiness factors described below.

The proposed Vision Zero safety treatments for these locations include well-recognized traffic control device tools such as striping, left turn phasing and curb extensions and will not result in major changes to the road configuration. Therefore, it is anticipated that there will be strong public support for these projects, streamlining the community education and engagement process as well as the pre-design process. Secondly, LADOT has already assessed and identified traffic safety countermeasures and geometric parameters for these three streets, thereby increasing their readiness for pre-design. At the time this report was adopted, equity was not a factor for selection of these projects. However, recognizing the importance of equity in our City's capital projects, future streets selection recommendations will include equity based on an adopted City equity policy or guideline.

The subject of this report is to report-back to Council with the recommended design and construction budgets and schedules for the Culver Boulevard, La Brea Avenue and Highland Avenue Complete Streets Projects based on the pre-design findings, No. 2 above. A separate report to Council will be submitted relative to a comprehensive street selection, scoping process, and project phasing for future Complete Streets Program projects.

Pre-Design Overview: Culver Boulevard, La Brea Avenue, Highland Avenue

The overarching goal of the CSP is to improve the conditions of our City streets while promoting the safety, accessibility, and convenience of all transportation users, including those who walk, roll, bike, take transit, and drive on our streets. Accordingly, the pre-design reports for Culver Boulevard, La Brea Avenue, and Highland Avenue address pavement conditions, safety improvements based on a Road Safety Assessment, sidewalks conditions and, where applicable, green infrastructure elements, consistent with the parameters outlined in the CSP Checklist. The pre-design reports also identify elements consistent with individual corridors' Mobility Plan 2035 Network Concept designations of Neighborhood Enhanced Network, Bicycle Enhanced Network, Transit Enhanced Network, and Vehicle Enhanced Network and the corresponding features included in the Complete Streets Design Guide. During development of the pre-design reports, site walks were conducted with the participation of Council District Office representatives, LADOT and BOE. Research was conducted for Mobility Plan designations, civil survey data, geotechnical data, utility data and hydrology data. Additionally, independent Road Safety Assessment Reports and Americans with Disabilities Act (ADA) Assessment Reports were conducted for each project. As part of the pre-design process, follow-up meetings were held with respective Council District Office staff to discuss their opinions and their anticipated community's opinion regarding proposed improvements in their district.

Informed by the results of the pre-design reports, the Complete Streets program partners, including representatives from Council Offices and stakeholders from the Complete Streets Executive Steering Committee, participated in several workshops to finalize the recommended scope and budgets for the Culver Boulevard, La Brea Avenue and Highland Avenue Complete Streets Projects. Attachment A summarizes the recommended budgets for each of the three projects and includes anticipated project schedule-durations which allows for flexibility in construction delivery by either StreetsLA or by contracting through the Board of Public Works. It is also acknowledged that subsequent consideration of Secondary scope elements, as outlined in the CSP checklist, will be considered if separate funding is identified and/or specifically approved by Council for inclusion in the project budget. Additionally, although water quality elements to treat stormwater are not recommended at this time, for either of the three projects, the Program may implement filtration devices should Measure W funds be prioritized for the corridors. Details of the project scope and recommendations for each of the three projects are discussed below.

Recommendations

Culver Boulevard Project

The Culver Boulevard Complete Streets Project is located along Culver Boulevard in the Cypress Grove neighborhood of the City of Los Angeles, spanning between Centinela Avenue and Slauson Avenue. Culver Boulevard is divided by a greenbelt approximately 60-feet-wide, which includes amenities such as the Culver Boulevard Median Bicycle Path, a decomposed granite walking trail, grass, and vegetation. The project intersects the Sepulveda Channel and is approximately 0.5 miles north of Ballona Creek and the Ballona Creek Bike Path, providing recreational opportunities for the community. The project is 0.6 centerline-miles long with 3.0 lane-miles of pavement area and located within City Council District 11.

The project being recommended includes base complete streets scope elements consistent with the CSP Checklist. The recommended scope as summarized in Attachment B is based upon the pre-design report and incorporates a modified cost-savings approach to the pavement design as well as evaluation of stormwater treatment, through collaboration with StreetsLA and LASAN, respectively; however, the scope may be adjusted to accommodate technical infeasibilities and unforeseen design issues.

Council Office 11 has requested the inclusion of the intersection of Culver Boulevard at Berryman Avenue, which is near the project limits. The scope of work, including traffic signal, striping and ancillary civil upgrades are consistent with the program goals, therefore it is recommended that the budget for this scope of work including design funding be considered in the FY 2022/23 proposed budget.

During the pre-design process, Council District 11 identified the need to reduce conflicts between southbound right turning vehicles and southbound bicycle movements at the intersection of Culver Blvd. and Inglewood Blvd. Their preferred alternative is to widen the street in order to add a right turn pocket. This alternative would minimize delay and eliminate conflicting movements however would result in the need to acquire a portion of the adjacent Metropolitan Transit Authority property. Ultimately a striping design alternative, which did not require land acquisition, was selected to be included in the pre-design report. In recognition of the Council Office's desire to pursue the right turn pocket alternative, it is recommended that additional studies be continued during the design phase to determine the best approach to achieve this Vision Zero scope element.

Highlights of recommended street reconstruction/resurfacing, Vision Zero safety improvements, sidewalk repairs, and green infrastructure installation improvements include:

- The pavement will be resurfaced with a deep grind and resurfacing to achieve an anticipated 20-year serviceability lifespan,
- The cross section of Culver Boulevard is not being changed. Pedestrian signals and curb extensions are being proposed to improve pedestrian safety,

- Advanced stop bars are being proposed at crosswalks along with pedestrian-friendly signal phasing at all signals, such as protected left turns, leading pedestrian intervals and pedestrian recall,
- Existing severely damaged sidewalks will be replaced,
- Street trees are being added at the locations where adequate spacing from existing trees and/or other site features is available. All new trees will be planted with establishment maintenance, but without permanent irrigation systems,
- The existing landscaped parkway will be improved only in areas around proposed tree locations, as necessary.

La Brea Avenue Project

The La Brea Avenue Complete Streets Project is located along La Brea Avenue between Coliseum Street and Adams Boulevard. The project area has a mix of residential and commercial zones with a connection to the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line and several bus routes. The corridor passes through the following neighborhoods: Village Green, West Adams, and Baldwin Hills. The project is 1.1 centerline-miles long with 7.7 lane-miles of pavement area and located within City Council District 10.

The project being recommended includes base complete streets scope elements consistent with the CSP Checklist. The recommended scope as summarized in Attachment C is based upon the pre-design report and incorporates a modified cost-savings approach to the pavement design as well as evaluation of stormwater treatment, through collaboration with StreetsLA and LASAN, respectively; however, the scope may be adjusted to accommodate technical infeasibilities and unforeseen design issues.

The project recommends maintaining the existing La Brea Avenue curb-to-curb width and keeping the existing outside travel/off-peak parking lanes where they are currently located along the corridor. As part of this project, it was investigated and discussed whether to designate the outside travel/off-peak parking lane to a full-time transit lane with bicycle access. However, because of the need to implement safety measures and to improve pavement conditions sooner, coupled with the uncertainty of the future full-time transit lane project, it is recommended that the current configuration be maintained.

Highlights of recommended street reconstruction/resurfacing, Vision Zero safety improvements, sidewalk repairs, and green infrastructure installation improvements include:

- The pavement will be resurfaced with a deep grind and resurfacing to achieve an anticipated 20-year serviceability lifespan,
- The proposed are new signalized intersections, protected-only left turn phases at existing intersections, and signalized mid-block crosswalks to improve pedestrian safety,
- The replacement of existing severely damaged sidewalk, curb and gutter, curb ramps, relocation of bus stops to the far side of intersections within the Project limits,

- Street trees are recommended at the locations where adequate spacing from existing trees and/or other site features is available. All new trees will be planted with establishment maintenance, but without permanent irrigation systems,
- Select opportunities are identified in the pre-design report to further safeguard pedestrians from potential collisions. These Vision Zero safety recommendations include:
 - a. The intersection of Mansfield Avenue with La Brea Avenue will be converted into a cul-de-sac.
 - b. The intersection of Adams Boulevard and La Brea Avenue will be reconfigured to remove the slip-lane configuration at the south-west corner.
 - c. ADA compliant connectivity of the discontinuous sidewalk at the proposed mid-block crossing between Obama Boulevard and Coliseum Street.
 - d. New traffic controls at Ferndale St. and Roseland St. to address traffic safety and neighborhood intrusion concerns.

Highland Avenue Project

The Highland Avenue Complete Streets Project is located along Highland Avenue between Santa Monica Boulevard and Franklin Avenue. The project is located in the heart of Hollywood and crosses Hollywood Boulevard immediately adjacent to the Dolby Theatre, and passes through the following neighborhoods: Yucca Corridor, Hollywood and Highland, Downtown Hollywood, Central Hollywood, and Hollywood Media District. The project is 0.9 centerline-miles long with 6.3 lane-miles of pavement area and located within City Council Districts 4 and 13.

The project being recommended includes base complete streets scope elements consistent with the CSP Checklist. The recommended scope as summarized in Attachment D is based upon the pre-design report and incorporates a modified cost-savings approach to the pavement design as well as evaluation of stormwater treatment, through collaboration with StreetsLA and LASAN, respectively; however, the scope may be adjusted to accommodate technical infeasibilities and unforeseen design issues.

Potential roadway cross section modifications were considered as part of the conceptual plan development process. The cross section being recommended proposes to convert the existing peak hour travel lanes with off-peak parking (south of Sunset Boulevard) into permanent parking and/or loading zones. Where possible, curb extensions will be constructed into the parking lanes at marked pedestrian crossings to improve visibility and reduce crossing distances. Input received from Council Districts 4 and 13 indicates preliminary support for removal of the existing peak hour travel lanes, particularly in the southernmost portion of the project south of Sunset Boulevard, which is not included as part of the Vehicle Enhanced Network (VEN). Before proceeding with this project element, additional outreach to the respective Council offices and adjacent community will be conducted. Currently there are peak hour travel lanes on both sides of Highland Avenue. A preliminary analysis by LADOT of the traffic counts indicated that the traffic counts do not exceed the department recommended vehicles-per-hour-per-lane (VPHL) for a reconfiguration of traffic lanes during those peak hours. Therefore, it is recommended to move forward with this option for the segments south of Sunset

Boulevard. Due to limited existing parking north of Sunset Boulevard, and because it is part of a VEN, the existing cross section configuration will be maintained in those segments.

Highlights of recommended street reconstruction/resurfacing, Vision Zero safety improvements, sidewalk repairs, and green infrastructure installation improvements include:

- Modify the Highland Avenue cross-section south of Sunset Boulevard to convert the off-peak parking lanes to full-time parking and/or loading zones, allowing for the construction of curb extensions into the parking lanes at all marked pedestrian crossings to improve visibility and reduce crossing distance,
- The pavement will be resurfaced with a deep grind and resurfacing to achieve an anticipated 20-year serviceability lifespan,
- Advanced stop bars are proposed at crosswalks along with pedestrian-friendly signal phasing at all signals, such as providing protected left turns, leading pedestrian intervals, and pedestrian recall,
- Replacement of existing severely damaged sidewalk, curb and gutter, and ADA compliant curb ramps,
- Street trees are recommended at the locations where adequate spacing from existing trees and/or other site features is available. All new trees will be planted with establishment maintenance, but without permanent irrigation systems,

FUNDING TO COMPLETE DESIGN

Per the project budget recommendations contained within this report and as reported during the FY 2021/22 budget proceedings, C.F. 21-0600-S64, the estimated design cost for the three projects is \$6.2 million and is broken down as follows. However, actual design cost will be contingent upon design proposals and the executed design services agreement.

Estimated Design Cost

Corridor	Recommendation No.1
Culver Blvd.	\$ 1,253,000
La Brea Ave.	\$ 2,318,000
Highland Ave.	\$ 2,629,000
Total	\$6,200,000
Available Appropriations	\$1,571,145
Future Budget Request	\$4,628,855

Included in the FY18/19 adopted City Budget, funding was appropriated for the Street Reconstruction/Vision Zero project designs, a portion of which were used for the pre-design of Culver Boulevard, La Brea Avenue and Highland Avenue. The remaining balance in the amount of \$1,571,145 is sufficient to initiate design for the Culver Boulevard, La Brea Avenue and Highland Avenue Complete Streets projects. Based on the executed design agreement, if additional funds are necessary for FY 21/22, additional funding may be requested through a future Financial Status Report (FSR). To complete

the balance of the design, additional appropriations should be considered for inclusion in the FY 2022/23 proposed budget. Should Council approve recommendation No. 4, design funding for this scope should be considered for inclusion in the FY 2022/23 proposed budget

COST CONTAINMENT

During the FY 2021/22 budget proceedings, the Bureau of Engineering, with the assistance of the Los Angeles Department of Transportation, Bureau of Street Services was instructed to report on the status of the design work for the second round of the complete Street project, including cost estimate and a cost containment policy for these and future projects, C.F. 21-0600-S64, Requested Reports and Special Studies.

With respect to the cost containment, it is not uncommon that a project may require an adjustment as it moves from planning through design and construction. Accordingly, BOE's Project Delivery Manual, Chapter 4.3 – Managing Scope Creep, details best practices to manage project costs, including establishing scope during pre-design, and controlling scope during design and construction. One tool employed for this program was the formation of a Project Planning, Pre-design, and Design Checklist (CSP Checklist), C.F. 17-0950-S2 to define the overarching goal of the program and establish a baseline for the project scope. To build upon the design checklist, during design, if the cost estimate of a project exceeds the approved budget based upon the pre-design report, the project team along with the client will collaborate to make design adjustments employing value engineering options and/or prioritizing checklist elements for scope reduction to meet the project budget. The estimate shown on Exhibit A was developed and validated with other city contracted projects. However, the estimate does not include escalation cost. This cost control process is similarly employed prior to construction award. Additionally, to expedite overall project delivery, minimizing escalation and providing critical safety benefits sooner, delivery methods such as inhouse construction and phased delivery will be strongly considered.

Lastly, the Complete Streets program reports monthly to an Executive Oversight Committee on the projects' status including scope, budget, and schedule. Oversight committees have proven to be useful in balancing the multitude of demands and challenges of a program along with the overall needs of the City.

If you have any questions, please feel free to contact Deputy City Engineer Julie Sauter of BOE at (213) 847-2230, Assistant General Manager Daniel Mitchell of LADOT at (213) 972-8432 or Acting Assistant General Manager Shahram Kharaghani of LASAN at (213) 485-2210.

Sincerely,


Electronically signed by 21866

Gary Lee Moore, PE, ENV SP
City Engineer
Bureau of Engineering


for

Seleta J. Reynolds
General Manager
Department of Transportation


for

Keith Mozee
Executive Director
Bureau of Street Services (StreetsLA)

shahram kharaghani
For Barbara Romero
Director and General Manager
Bureau of Sanitation (LASAN and Environment)



Miguel Sangalang
Executive Director and General Manager
Bureau of Street Lighting (LA Lights)

GLM/JS:epz:mt

Attachments

cc: Jennifer McDowell, Office of the Mayor
Stacy Weisfeld, Office of the Mayor
Diego de la Garza, Office of the Mayor
Aneesa Andrabi, Office of the Mayor
Matt Hale, Council District 2
John Popoch, Council District 3
Eric Bruins, Council District 11
Matt Szabo, Office of the City Administrative Officer
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Matias Farfan, Office of the Chief Legislative Analyst
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Daniel Mitchell, Department of Transportation
Carlos Rios, Department of Transportation
Keith Mozee, Bureau of Street Services
Kerney R. Marine, Bureau of Street Lighting
Shahram Kharaghani, LASAN and Environment
Wing Tam, LASAN and Environment
Julie Sauter, Bureau of Engineering
Steven Chen, Bureau of Engineering

**ATTACHMENT A
Recommended Base Scope Project Budgets**

The Culver Boulevard Complete Streets project being recommended is estimated to cost \$2,032,000 in delivery, \$6,773,000 in construction and \$150,000 in DWP relocations, for a total project budget of \$8,955,000.

The La Brea Avenue Complete Streets project being recommended is estimated to cost \$4,712,900 in delivery, \$12,533,000 in construction and \$1,100,000 in DWP relocations, for a total project budget of \$18,345,900.

The Highland Avenue Complete Streets project being recommended is estimated to cost \$4,263,000 in delivery, \$14,209,000 in construction and \$2,200,000 in DWP relocations, for a total project budget of \$20,672,000.

Element	Culver Boulevard Recommended	La Brea Avenue Recommended	Highland Avenue Recommended
Street Reconstruction / Resurfacing	\$4,514,000	\$6,197,000	\$6,892,000
Vision Zero Safety	\$1,271,000	\$4,487,000	\$4,224,000
Sidewalk Repair	\$857,000	\$1,589,000	\$2,892,000
Green Infrastructure	\$131,000	\$260,000	\$201,000
Construction Total	\$6,773,000	\$12,533,000	\$14,209,000
Delivery	\$2,032,000	\$4,712,900	\$4,263,000
DWP Relocations	\$150,000	\$1,100,000	\$2,200,000
Project total	\$8,955,000	\$18,345,900	\$20,672,000

Recommended Durations

Phase	Culver Boulevard Recommended	La Brea Avenue Recommended	Highland Avenue Recommended
Design	12 mo	18 mo	18 mo
Bid and Award	6 mo	6 mo	6 mo
Construction	18 mo	20 mo	24 mo

ATTACHMENT B

Recommended Scope for Culver Boulevard Complete Streets Project

Culver Boulevard Base Scope Elements	Recommended
Street Reconstruction / Resurfacing	
● Resurfacing/ Reconstruction/ Slurry Seal	✓ Deep (10") resurfacing - 20 yr service life
● Broken Curb and Gutter	✓ New C&G throughout
● Concrete Bus Pads Missing	✓ 9 Bus stops, 9 bus pads missing
● ADA Crosswalk Improvement Compliance	✓ ADA non-compliant crosswalks will be brought into compliance where possible by over-milling
● ADA Curb Ramp Improvement Compliance	✓ 34 ADA compliant Curb Ramps
● Utility Relocations	✓ Relocate interfering utilities
● Localized Drainage Mitigation Known	✓ Partially mitigated by the pavement resurfacing and curb & gutter improvements
Vision Zero Safety Elements	
● Striping, Signage and Traffic Signals	✓ Continental Crosswalk Marking, Stop Bar, Bikeway Striping and Signalization, etc. HAWK signals
● Pedestrian Median Islands	✓ Pedestrian island modification at Centinela Av, Farias Av, Inglewood Bl
Sidewalk Repair	
● Repair Areas of Severe Uplift	✓ ~ 15,000 sq ft of sidewalk (no widening)
● Tree Removal and Replacement	✓ 6 Tree removals
● Eliminate Tripping Hazards (cutting/grinding)	✓ where practicable
● Adjacent ADA Curb Ramp Improvements	✓ ~ 2,100 sq ft associated w/ ADA curb ramps
Green Infrastructure	
● Bioswales or Rain Gardens	✓ none - Ground not suitable for infiltration. Filtration system could be installed if funding becomes available
● New Trees and Tree Wells	✓ 24 New trees, 8 tree wells

ATTACHMENT C

Recommended Scope for La Brea Avenue Complete Streets Project

La Brea Avenue Base Scope Elements	Recommended
Street Reconstruction / Resurfacing	
● Resurfacing/ Reconstruction/ Slurry Seal	✓ Full width 4” resurfacing – 20 yr. design
● Broken Curb and Gutter	✓ New C&G throughout, 4-ft gutter Mansfield Ave to Adams Boulevard.
● Concrete Bus Pads Missing	✓ 13 Bus stops, 4 bus pads missing
● ADA Crosswalk Improvement Compliance	✓ ADA non-compliant crosswalks slopes will be brought into compliance where possible
● ADA Curb Ramp Improvement Compliance	✓ 63 ADA compliant Curb Ramps
● Utility Relocations	✓ Relocate 3 Power Poles, 2 Fire Hydrants & Relocate/Adjust 176 pull-box units
● Localized Drainage Mitigation Known	✓ Partially mitigated by the pavement resurfacing and curb & gutter improvements
Vision Zero Safety Elements	
● Striping, Signage and Traffic Signals	✓ Continental Crosswalk Marking, Stop Bar, Bikeway Striping, 2-New HAWK signals
● Pedestrian Islands	✓ 2 - Ped. Islands at Coliseum/Obama & Obama/Expo
Sidewalk Repair	
● Repair Areas of Severe Uplift	✓ ~ 9,000 sq ft of sidewalk
● Tree Removal and Replacement	✓ 8 Tree removals / 16 replacements
● Eliminate Tripping Hazards (cutting/grinding)	✓ - where practicable
● Adjacent ADA Curb Ramp Improvements	✓ ~ 1,200 sq ft associated w/ ADA curb ramps
Green Infrastructure	
● Bioswales or Rain Gardens	✓ None; Ground not suitable for infiltration. Filtration system could be installed if funding becomes available
● New Trees and Tree Wells	✓ 46 New Trees, 11 canopy pruning, 98 tree wells (new & upgrades)

ATTACHMENT D

Recommended Scope for Highland Avenue Complete Streets Project

La Brea Avenue Base Scope Elements	Recommended
Street Reconstruction / Resurfacing	
● Resurfacing/ Reconstruction/ Slurry Seal	✓ Full width deep (9.5”) resurfacing – 20 yr. design
● Broken Curb and Gutter	✓ New 2-ft C&G except for north of Hollywood Boulevard intersection
● Concrete Bus Pads Missing	✓ 11 Bus stops, 9 bus pads missing
● ADA Crosswalk Improvement Compliance	✓ ADA non-compliant crosswalks will be brought into compliance where possible
● ADA Curb Ramp Improvement Compliance	✓ 80 ADA compliant Curb Ramps
● Utility Relocations	✓ Relocate fire hydrants, parking meters, pull-boxes
● Localized Drainage Mitigation Known	✓ Partially mitigated by the pavement resurfacing and curb & gutter improvements
Vision Zero Safety Elements	
● Striping, Signage and Traffic Signals	✓ New Sign & Post, Stop Bar, Cont. Crosswalk,; includes 16 curb extensions
● Pedestrian Islands	✓ Pedestrian island modification at Hawthorne Ave and Highland Ave
Sidewalk Repair	
● Repair Areas of Severe Uplift	✓ ~48,000 sq ft of sidewalk
● Tree Removal and Replacement	✓ 1 Tree removals
● Eliminate Tripping Hazards (cutting/grinding)	✓ - where practicable
● Adjacent ADA Curb Ramp Improvements	✓ ~ 7,000 sq ft associated w/ ADA curb ramps
Green Infrastructure	
● Bioswales or Rain Gardens	✓ None; Ground not suitable for infiltration. Filtration system could be installed if funding becomes available
● New Trees and Tree Wells	✓ 4 New trees, 90 tree wells upgrades