

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: January 31, 2019

To: Honorable City Council

From: Gary Lee Moore, City Engineer
Bureau of Engineering

Gary Lee Moore
Electronically signed by 21888 on 02/01/2019 at 4:30:10 PM

Seleta J. Reynolds
Seleta J. Reynolds, General Manager
Department of Transportation

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**SUBJECT: BUDGET FOR RESEDA BOULEVARD, STREET RECONSTRUCTION /
VISION ZERO PROGRAM, REPORT BACK, COUNCIL FILE 17-0950**

RECOMMENDATION

That the Council, subject to the approval of the Mayor:

1. APPROVE Alternative No. 1 – Full Additional Scope, for the Reseda Boulevard Complete Street project as shown in Attachment A.
2. APPROVE the revised Reseda Boulevard Complete Street project budget as detailed in the approved Scope Alternative.
3. DIRECT the City Engineer to include additional complete streets elements for the Reseda Boulevard Complete Street project as described in the approved Scope Alternative.
4. DIRECT the City Administrative Officer (CAO) to report to Council recommended appropriations for the amended Reseda Boulevard Complete Street project budget.

BACKGROUND

The Street Reconstruction/Vision Zero Program, also referred to as the Complete Streets Program, is funded in part by the newly created State SB1 funds. Accordingly, local agencies, such as the City of Los Angeles, quickly identified eligible projects when funding became available. In response, the program developed a scope of six (6) projects that were excellent candidates for the inaugural first year of the Complete Streets Program; recognizing that standard project development procedures, including field analysis, parking analysis, traffic analysis, pre-design, and additional community engagement would have to be performed concurrently and could ultimately result in refined scopes.

On March 28, 2018, the Mayor concurred with the actions of City Council adopting the amended Budget for the Street Reconstruction and Vision Zero Program for 2017-2018, Council File 17-0950. The Council action, as recommended in the February 16, 2018 CAO report, establishes the work plan for the Street Reconstruction/Vision Zero Program's implementation. The City will phase the work in over multiple years.

Council action item No. 7 instructed the City Engineer to include sidewalk repair and green street stormwater compliance elements in the designs for the first six Complete Streets projects, and include in the design curb extensions for the Reseda Boulevard and Avalon Boulevard projects. The Council instructed the Departments to report back with the final project budgets, working with the Council offices of the districts that include each of those projects, to maximize the amount of work performed while keeping costs within set budgets.

Additionally, Council action item No. 8 instructed the City Engineer (BOE), the Los Angeles Department of Transportation (DOT), and the Bureau of Street Services (BSS) not to implement any phase of each of these projects if the cost of that phase is significantly higher than the authorized budget and the Council has not already approved a new budget for the project.

Currently, three (3) of the six (6) projects, Roscoe Boulevard, Temple Boulevard, and Venice Boulevard, are in the construction phase and an additional project, Main St., is currently in the bid and award phase.

Pursuant to these instructions, BOE, DOT and BSS along with the program oversight body, composed of interested City stakeholders, have worked together to prepare this report, which summarizes the development of the Reseda Boulevard project, for your consideration.

DISCUSSION

The Los Angeles City Planning's Complete Street Design Guide is a complement to the Mobility Plan 2035 that provides a compilation of design concepts and best practices that promote the major tenets of complete streets – safety and accessibility. As outlined in the guide and in California's Complete Streets Act of 2008 (AB 1358), the goal of complete streets is to ensure that the safety, accessibility, and convenience of all transportation users – pedestrians, bicyclists, transit riders, and motorists – are accommodated.

Since the initiation of the Complete Streets Program, the City has developed a more robust approach to community engagement, especially with respect to transportation projects. BOE and DOT's approach to engagement around the Reseda Boulevard project includes continual public engagement and education, coupled with project specific events. The City departments incorporate feedback from community engagement in the overall project design as the project progresses.

For the Reseda Boulevard project, the project team worked with the Council offices and community leaders in conducting robust public engagement events, including a specific focus on the business community. The City engaged with every business along the project corridor, and businesses completed surveys about their understanding of the project. Other engagement activities included a council office open house, Neighborhood Council meetings, public comment audit, canvassing and tabling at various street fairs, street and phone surveys, mixers, residential canvassing, and events at California State University at Northridge (CSUN).

Considering feedback from the Council offices, public and business engagement, and additional detailed transportation and engineering analysis of Reseda Boulevard project, the departments have vetted the following project elements for feasibility. Attachment A summarizes the cost of these elements:

Vision Zero Elements

- Signal and Striping Modifications – protected left-turn phasing installations provide drivers turning left with the exclusive opportunity to turn while opposing traffic and pedestrians remain stopped, essentially eliminating conflicts among people driving and walking. The striping plan includes new bicycle lanes protected by parking and concrete elements. This configuration is consistent with the Mobility Plan designation of Reseda Boulevard as a bike enhanced network (BEN) street.
- Bus Boarding Islands – provide in-lane stops to improve transit efficiency and enhanced transit stops for bus riders. They also reduce the distance during which people crossing the street are exposed to moving traffic, eliminate conflicts with bicyclists, and encourage turning vehicles to make more careful turns. This is consistent with the Mobility Plan designation of Reseda Boulevard as a transit enhanced network (TEN) street.
- Relocated Bus Stops, Including New Bus Pads/Landings – bus stop relocations to the far side, where feasible, improve pedestrian safety and visibility when crossing the street.
- Curb Extensions - permanently widen an existing sidewalk using concrete at intersections or midway along a street. Curb extensions visually and physically narrow the street to create a shorter crossing for people walking, increase the visibility of people walking to drivers, increase driver yielding to people walking, and encourage turning vehicles to make slower, more careful turns.
- Pedestrian Islands - visually and physically narrow the street to create a shorter crossing distance for people walking. They also increase the visibility of pedestrians, slow vehicles approaching intersections, and encourage slower and more careful turns.
- Transit Shelters at Bus Stops – where the project proposes to relocate bus stops to the far side of an intersection for pedestrian safety, the project will also relocate the associated transit shelters.

- Security Lighting at Bus Stops – where the project proposes to relocate bus stops to the far side of an intersection for pedestrian safety, the project will also relocate the associated security lighting.

Street Reconstruction Paving

- Added reconstruction and re-surfacing based on subsurface field analysis.

Other Recommended Enhancements

- Trees in existing empty tree wells
- Trees in proposed new tree well locations
- Aesthetic treatments to public improvements

Alternative No. 1

This alternative includes all recommended scope additions. The program oversight body recommends this alternative. This option best meets the complete street goals of the overall effort.

Alternative No. 2

This alternative includes only changes to original project elements for Street Reconstruction and Vision Zero. This alternative does not include new transit shelters, security lighting, or additional trees/landscape.

If Council desires to incorporate additional scope that meets complete street goals but stay within the original budget, the project team can analyze the feasibility of an additional alternative which reduces the length of the corridor. This will require additional analysis and evaluation, including community engagement updates to stakeholders.

Reseda Boulevard Project Schedule of Phases

Contingent upon Council approval and funding, the Program can complete final design by the end of calendar year 2019 and begin construction by the end of fiscal year 2019-20. We expect a construction duration of approximately 18 months.

FISCAL IMPACT

Approval of Alternative No. 1 of this report will increase the cost of the Reseda Complete Street Project by \$7,424,000, compared to the approved budget. Approval of Alternative No. 2 of this report will increase the cost of the Reseda Complete Street Project by \$4,164,000, compared to the approved budget. The adopted 2018-19 budget does not include funds for any increase. The Council will need to identify funds to support approval of either Alternative No. 1 or Alternative No. 2. At this time, it is

unknown whether approval of either Alternative will have an impact on the General Fund.

If you should have any questions, please contact Deputy City Engineer, Julie Sauter, of BOE at (213) 847-2230, or Assistant Director, Keith Mozee, of BSS at (213) 847-3200, or Assistant General Manager, Daniel Mitchell, of DOT at (213) 972-8432, respectively.

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Attachment

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ATTACHMENT A SCOPE ALTERNATIVES FOR RESEDA BOULEVARD

Scope Elements	Scope and Budget As Approved March 28, 2018	Alternative No. 1 Full Scope	Alternative No. 2 Modified Scope
Street Reconstruction / Resurfacing	\$6,838,000	\$7,203,000 *	\$7,203,000 *
Signal Modifications Signals / Striping / Left Turn Phasing	\$3,207,000	\$2,237,000	\$2,237,000
Bus Boarding Islands	\$0	\$2,186,000	\$2,186,000
Relocated Bus Stops Bus Pads / Landings	\$0	\$627,000	\$627,000
Curb Extensions	\$0	\$386,000	\$386,000
Pedestrian Islands	\$0	\$129,000	\$129,000
Transit Shelter at bus stops	\$0	\$231,000	\$0
Security Lighting	\$0	\$508,000	\$0
Vision Zero (subtotal)	\$3,207,000	\$6,304,000	\$5,565,000
Sidewalks	\$2,741,000	\$2,393,000	\$2,393,000
Green Infrastructure	\$924,000	\$900,000	\$900,000
Fill Empty Tree Wells	\$0	\$600,000	\$0
Construct New Tree Wells / Landscape	\$0	\$504,000	\$0
Aesthetic Treatments	\$0	\$500,000	\$0
Additional Trees / Landscape (subtotal)	\$0	\$1,604,000	\$0
Construction Total	\$13,710,000	\$18,404,000	\$16,061,000
Delivery Costs	\$3,590,000	\$5,400,000	\$4,600,000
PROJECT BUDGET (subtotal)	\$17,300,000	\$23,804,000	\$20,661,000
Escalation	\$0	\$920,000	\$803,000
TOTAL PROJECT BUDGET	\$17,300,000	\$24,724,000	\$21,464,000

* Amount shown is for modified resurfacing thicknesses, covering an increase in surface area across the entire corridor as compared to original scope.