



## 900 WEST AND CALIFORNIA AVENUE

# CONCEPT DESIGN SUMMARY

## ABOUT THE PROJECT

The City and community recognize the need and opportunity to improve 900 West and California Avenue intersection safety and accessibility. As a result of a community engagement effort and a technical review of the intersection, the City proposed a concept design in preparation for the 2021 construction season.

This project aims to improve all users' safety through enhanced design features, particularly for children going to the schools in the area and community centers. Once completed, residents will enjoy a more comfortable travel experience at this intersection.

To better understand people's experience using this intersection, the City surveyed residents in September 2020 and received over 200 responses. The project team also met with the Glendale Community Council and residents at the junction to discuss the project. The feedback received helped guide the concept design.

At the beginning of October 2020, the City mailed postcards, in Spanish and English, to Glendale's neighbors requesting feedback about the 900 West and California Avenue concept design. Based on the feedback collected in the online comment form included in this report, the City will create a final design. Then, with community support, the City may build permanent changes next year.

# DETAILS

**# OF SURVEY TAKERS** 50  
**ENGLISH** 47  
**SPANISH** 3

**TOTAL COMMENTS** 45  
**SATISFIED COMMENTS** 22  
**DISSATISFIED COMMENTS** 21  
**NEUTRAL COMMENTS** 2

## PARTICIPANTS CONNECTION TO INTERSECTION



**LIVE NEAR INTERSECTION**

**70%**

**WORK NEAR THIS INTERSECTION**

**12%**

**HAVE A BUSINESS NEAR THIS INTERSECTION**

**6%**



**USE INTERSECTION OCCASIONALLY**

**52%**

**COMMUTE THROUGH THIS INTERSECTION**

**54%**



**PARK NEAR INTERSECTION**

**12%**

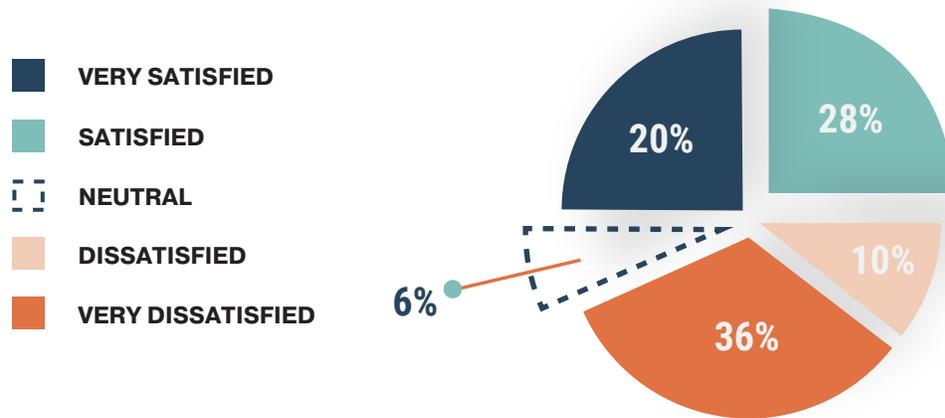
## CONCEPT DESIGN SAFETY IMPROVEMENTS



**PEDESTRIAN SAFETY ISLANDS // CORNER TURNING ISLANDS // INTERSECTION CROSSING MARKINGS // IMPROVED MOTORIST'S LINE OF SIGHT**

## FEEDBACK RESULTS

We asked respondents to rate their overall satisfaction with how well the proposed design meets its safety improvement goals. Below is the graph showing the overall satisfaction rating.



The overall satisfaction breaks down to 48% satisfied, 46% dissatisfied, and 6% neutral. However, further analysis showed residents who selected they live near and commute through the intersection gave a very satisfied or satisfied rating, a total of 54%, on how well the proposed design meets its safety improvement goals.

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## COMMENT SUMMARY

The same themes identified in the first phase of public input arose in this phase of feedback. Safety and traffic were the most commonly identified topics. Many comments interplayed with other categories, such as people who commented on safety also commented about traffic or pedestrian crossings. Below is a summary of the most common themes.

**SAFETY //** The majority of the comments talked about safety—many of the positive and negative comments revolved around people's safety walking and bicycling. Comments ranged from supportive of the changes that increase pedestrian safety to others, expressing that there is not enough to ensure safety for people walking or bicycling. Others commented that adding more bicycle and pedestrian infrastructure to this intersection would make it less safe due to heavy vehicle traffic. Some even stated that the design might be too confusing for people driving and could cause more accidents. A few

responses were concerned about how emergency and maintenance vehicles would access the intersection with physical barriers in place.

*Select Comment // This design is excellent. I strongly support it and am happy the city listened to the community here. I believe the city should implement something like this at 1700 South and at intersections farther north. Speeds are too high for a safe street that has parks, schools, a library, community center and more. Save the high speeds for the interstate. Slow the intersections (and prioritize vulnerable users) and the community will see a huge, huge benefit for safety and connection.*

**PEDESTRIAN CROSSING //** Comments on pedestrian crossings tied in with safety for people walking and bicycling. A few comments and questions included crossing timing, location of the crossing buttons, and maintaining those spaces (paint maintenance, snowplow access).

*Select Comment // This is everything I could have wished for! This is perfect for my commuting (I come by car as well as by bike). The best part of this is going to be the safety for pedestrians. I run a youth program at the Unity center and whenever we need to use the current crosswalk I am terrified someone could get hurt. This will make it so much better!*

**TRAFFIC //** Traffic was the second most mentioned topic. Responses cited concerns about vehicle traffic delays caused by removing dedicated right-turn lanes and a lack of left-turn signals. Comments included requests for adding a roundabout to ease traffic flow or returning the second lane in both directions. Others would prefer no modifications to the intersection itself, as any change may exacerbate traffic.

*Select Comment // There needs to be green arrows for turning left at the light. Back when there were 2 lanes on each side it wasn't a problem, but now that the 2nd lane has been merged into a single turning lane & bike lanes, traffic gets backed up & it's difficult for drivers to see through the intersection before turning, esp heading East on California & trying to turn left & head North on 900 W. A left turn arrow would allow cars to turn safely.*

**LEFT TURNING SIGNALS //** A majority of responses commenting on turning signals also commented on safety, traffic, and right-turning lanes. Both positive and negative comments would like to see a left-hand turn signal to help with traffic flow and timing of people crossing.

*Select Comment // I really like this plan, I hope that turn signals will be added on the light but otherwise think this is the perfect solution.*

**RIGHT-TURNING LANE** // Again, those who commented on the possible removal of the right-turning lane had concerns for an increase of traffic volumes or delays. Others had questions if buses or large vehicles could make the right-hand turn with the pedestrian island in place.

**GREENERY** // Some individuals would like to see landscaping included in the design. People asked for trees along the bicycle route to improve user experience during the summer months. Others expressed the addition of plants would help with placemaking and the environment.

*Select Comment // I think it would be much more human-scaled and pleasant if some of the larger painted concrete areas (number 2) were landscaped with trees and grasses. I love the concept, though. This will really improve what is a really dangerous intersection. Thank you!*

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## **NEXT STEPS**

The next steps for the project team include sharing the feedback with the engineer to come up with a final design as well as provide updates and answer questions as the project moves forward.