Pledge of Allegiance

Welcome and Introduction
  • Purpose: To listen and receive your comments. Your comments will be transcribed and all comments will be responded to in writing. The hearing is being held prior to making any commitment to any of the design options.
  • Mayor’s Office
  • CD 4
  • CD 13

Presentation by Staff
  • Project Purpose and Need
  • September 25, 2013 Workshop and Comments Received
  • Design Options Under Consideration
  • Question & Answers – Ten minutes duration

Hearing
  • Rules for Speakers and Audience
  • Speakers
  • 6:00 pm to 8:00 pm
Meeting Guidelines

• Please Show Respect at All Times
• All Opinions are Welcome
• Speaker Must Fill Out Speaker Card
• One Person Speaks at a Time
• Time to Speak is Non-Transferable
• Honor the Two-Minute Time Limit
• Court Reporter – Speak clearly
Glendale-Hyperion Improvement Project

Major Project Purpose and Need:

1. Seismic Upgrade which is Necessary to Protect the Bridge in a Seismic Event
2. Correct Known Safety Issues
3. Historic Preservation which is Required for Historic Structures – Historic Monument #164
4. Improve Mobility of Cars, Pedestrians and Bicycles
Glendale-Hyperion Improvement Project
Funding

• Monies are cobbled together to provide project funding

• Funding Sources:
  - HBP = $36M
  - ‘R’ = $2M
  - ‘G’ = $7M
  - ‘C’ = $1M
  - Metro = $4M
  TOTAL = $50M
Glendale-Hyperion Improvement Project
Ten-Year Rule

Code of Federal Regulations 23 CFR 630.112 (C)(2)
United States Code Title 23 Section 102(b)

• Must reach Right of Way milestone within ten years
• At stake: Potential loss of Federal HBP funds
• Previous Milestone Deadline: June 2011. Received a three year extension
• Current Phase: Design/Preliminary Engineering
• Milestone Deadline: March 2014 to submit documentation

In the event that right-of-way acquisition for, or actual construction of, the road for which this preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which the project is authorized, the STD will repay to the FHWA the sum or sums of Federal funds paid to the transportation department under the terms of the agreement. The State may request a time extension for any preliminary engineering project beyond the 10-year limit with no repayment of Federal funds, and the FHWA may approve this request if it is considered reasonable.
History of Project Development: Bridge Widening Proposal

EXISTING HYPERION AVENUE VIADUCT COMPLEX

GLendale BLVD BRIDGE SB   HYPERION AVE BRIDGE   GLendale BLVD BRIDGE NB

INITIAL PROPOSAL: WIDEN HYPERION BY 44FT & GLendale BLVD BY 24 FT

REVISED PROPOSAL: WIDEN HYPERION BY 24 FT & GLendale BL. BRIDGES BY 16 FT

CURRENT PROPOSAL: NO WIDENING ON HYPERION, 8' WIDENING ON BOTH GLendale BRIDGES
History of Project Development: Bridge Widening Proposal

• 2006 – 2007: Current Proposal: No Widening on Hyperion, 8’ Widening on both Glendale Bridges
• 2008 – 2009: Add left turn lane off 5 N
• 2008 – 2009: Infiltration basin
• 2011 – 2012: Pedestrian bridge
• Note: ALL changes must be re-reviewed by Grantor
History of Project Development: Bridge Re-Alignment of I-5 Northbound Off-Ramp

Funding and Design Concept need CALTRANS Approval
History of Project Development:
Stormwater Infiltration Basin

In compliance with Los Angeles River Revitalization Master Plan
History of Project Development: New Pedestrian Bridge over Red Car Piers

Funding and Studies need CALTRANS Approval
History of Project Development: New Balustrade Railing

Funding and Studies need CALTRANS Approval
Glendale-Hyperion Viaduct Improvement Project

Major Project Components:
1. Strengthen Bridges to Resist Seismic Damage
2. Widen Glendale Boulevard Bridges over the LA River
3. Historic Preservation: Restore Balustrade Railing and Refurbish Light Poles
4. Realign I-5 Northbound Off-Ramp to Improve Traffic Safety and Efficiency
5. New Ramp Between LA River Bikeway and Streets
6. New Signalized Crosswalks
7. New Pedestrian Crossing over LA River
8. Water Quality Treatments – Infiltration Basin
Results from Workshop and Public Comments

Comments Received:

1. Reduce Vehicular Speeds on Hyperion

2. Extend the Proposed Crosswalk Across all Eight Lanes on the Atwater Village Side of the Bridges

3. Lack of Designated Bike Lanes along Hyperion Avenue

4. Concerns over Median Crash Barrier
Design Options/Changes Under Consideration
Hyperion Avenue

Add Radar Feedback signs

- Existing speed limit on Hyperion – 35 mph presently
- Speed limit after seismic improvement is planned to remain at 35 mph
Design Options/Changes Under Consideration

Hyperion Avenue

Stripe Shoulders to Reduce Speed

- Standard lane width – 12’
- Proposed reduced lane width – 10.5’ (minimum), 11’ with 3’ & 4’ shoulders
Design Options/Changes Under Consideration

Pedestrian Activated Crossing: Hyperion Avenue and Glendale Boulevard Northbound

- Signalized pedestrian crossing across Glendale & Hyperion
Design Options/Changes Under Consideration

Hyperion Avenue

Shoulder Striping

Provide Shoulder Width:

a) Minimum 4’ along Bridge
b) Minimum 3’ under Waverly
Design Options/Changes Under Consideration

Hyperion Avenue

Provide Concrete Pavement for Integrated Shoulders and Gutters
Note: Retaining wall to retaining wall existing width on Hyperion – 58’ fixed width
Potential Design Solutions

HYPERION AVENUE BRIDGE
OVER
RIVERSIDE DRIVE / I-5 / LOS ANGELES RIVER
Bike Facilities

GLENDALE - HYPERION VIADUCT
BICYCLE CIRCULATION EXHIBIT

LEGEND

EXISTING AND PROPOSED BIKEWAY
Pedestrian Circulation

GLENDALE - HYPERION VIADUCT
PEDESTRIAN CIRCULATION EXHIBIT

LEGEND
- PEDESTRIAN PATHS
- SIGNALIZED CROSSWALKS
- UNSIGNALIZED CROSSWALKS

CITY ENGINEER: GARY LEE MOORE, P.E.
PROGRAM MANAGER: JIM TREADWAY, B.E.
PROJECT MANAGER: NORM CHYN, P.E.
Los Angeles County Bicycle Coalition
Option

Hyperion Avenue Viaduct

Under Waverly Drive Bridge (narrowest point)
Meeting Guidelines

• Show Respect at All Times
• All Opinions are Welcome
• Speaker Must Fill Out Speaker Card
• One Person Speaks at a Time
• Time to Speak is Non-Transferable
• Honor the Two-Minute Time Limit
What Happens Next?

All comments, both oral or written, will be reviewed and written responses will be prepared. These will be posted on the City and project websites.

The environmental document, along with the comments and responses attached, will be forwarded to the Board of Public Works for a recommendation. The City Council will then consider the comments and responses and the Board’s recommendation before deciding on whether or not to approve the project and what any conditions of the approval should be.
The dates on which the project will be heard will be posted on the websites.

Caltrans will also consider the same information in coming to a decision on funding the project.

The deadline to submit comments is November 7, 2013. Information on where to find the environmental document and where to submit comments is in the hearing notice and on the project’s website.
Thank you for your participation

http://www.glendalehyperion.com/