

East Olive Avenue Restriping and Repaving Project

Community Meeting
December 6, 2023



**COMMUNITY
DEVELOPMENT**

What is the Project?

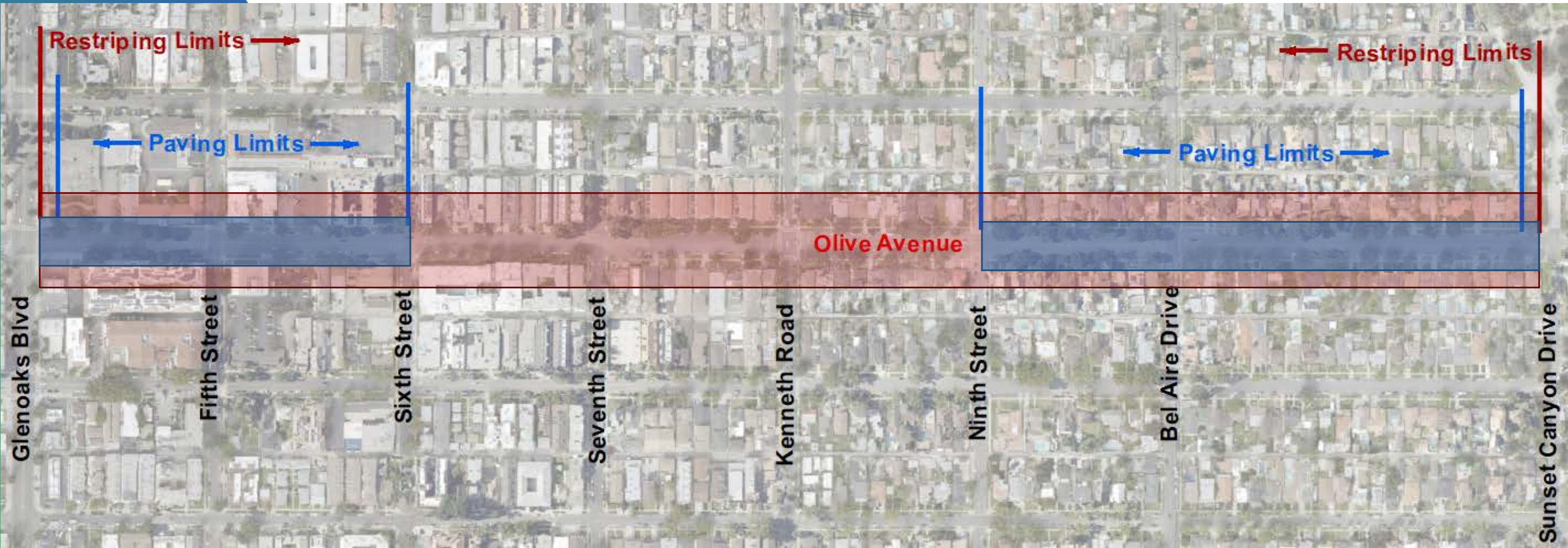
- Repave and restripe East Olive Avenue in the hillside to reconfigure travel lanes in support of a future Complete Streets Project
- Project part of the larger local residential routine maintenance project



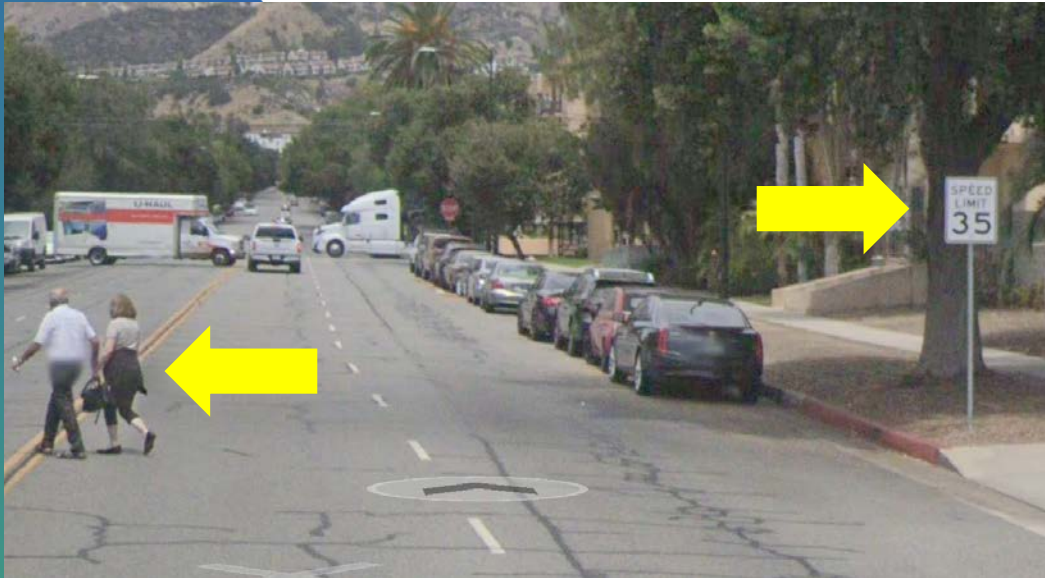
Project Limits

Restriping Project Limits
Glenoaks to Sunset Canyon

Repaving Project Limits
Glenoaks to Sixth & Ninth to

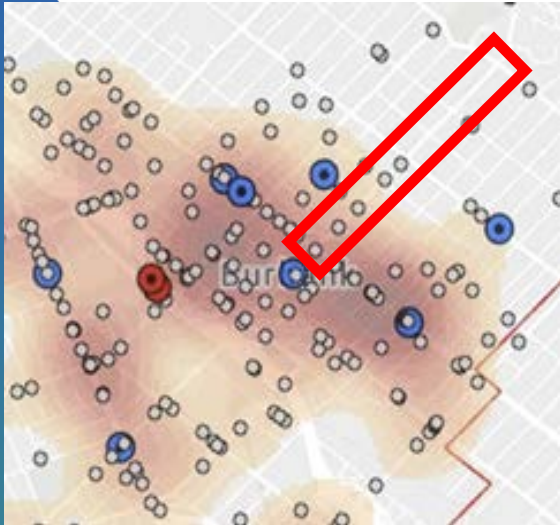


Project Purpose



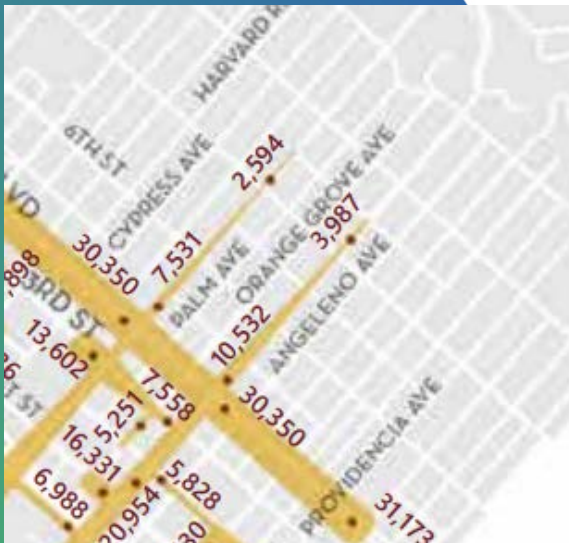
- Reduce speeding
- Improve pedestrian crossing safety
- Test future Complete Our Streets Project with low-cost striping project

Project Purpose



**Vehicle
Collisions
(2022)**

- Pre-implementation data analysis
- Speed survey of Olive Ave
- Traffic collisions 2018 - 2022
- Vehicular traffic volumes

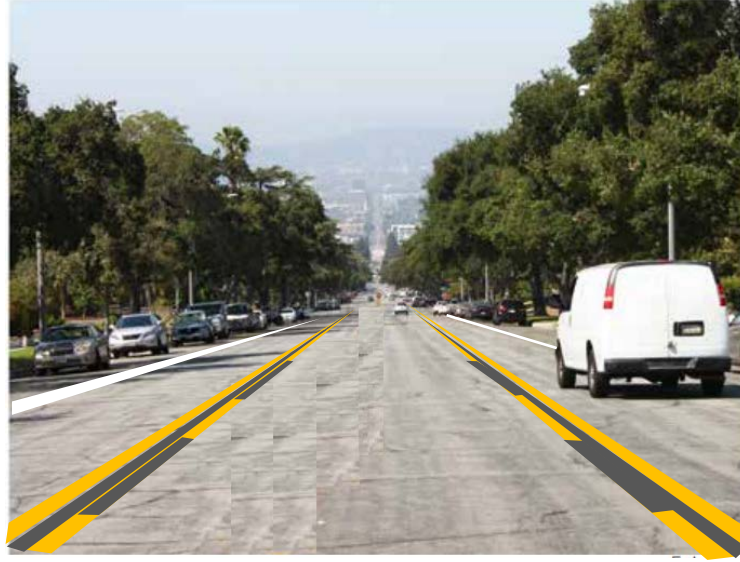


**Average Daily
Traffic (2018)**

Proposed Reconfiguration Project



Existing



Proposed Restriping

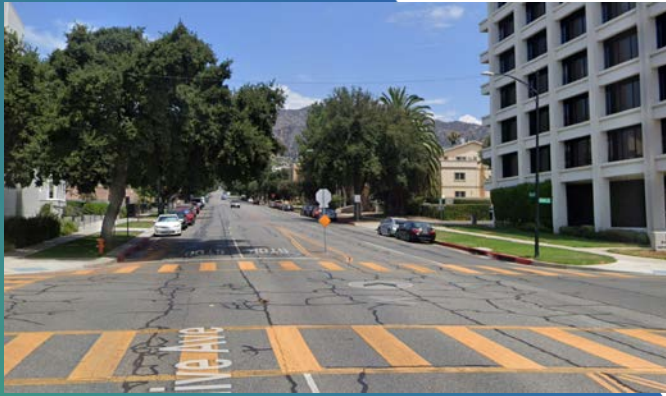


Future Complete Streets Project

Proposed Reconfiguration Project



Olive Above Kenneth is Two Lanes
Restripe to install painted median



Olive Below Kenneth is Four Lanes
Restripe to remove two unnecessary lanes and install painted median



Transition Four to Two Lanes at Glenoaks
Second Olive Avenue Lane Force Right Turn at Glenoaks

Complete Our Streets Project

LONG-TERM PRIORITY PROJECT NORTH OLIVE GREENING PROJECT

PROJECT LOCATION:

Olive Ave. between Sunset Canyon Dr. and Kenneth Rd.

PROJECT DESCRIPTION:

- Construct a landscaped median for stormwater capture and/or a walking path with landscaping.
- Existing vehicular lanes and on-street parking unchanged.

PURPOSE:

- Traffic calming treatment on a residential street.
- Fulfill City's Green Streets Policy and expand stormwater capture.
- Expand shade and urban greenery.



Priority Eligibility:

- Priority networks: **Pedestrian**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **24.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0.4 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **24 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 0 of 124 collisions (**0%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 2 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 1 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 0 of 120 collisions (**0%**) resulted in KSI incidents

Socio-Economic Indicators:

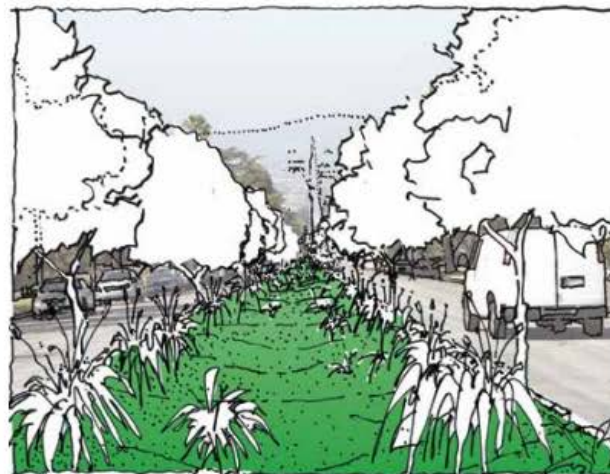
- CalEnviroScreen 3.0 Percentile Scores: **45-50%** and **60-65%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: \$2.34 million

Annual Operations and Maintenance (O&M) Cost Estimate: \$50K



Existing.



Proposed Option 1: 20 ft. wide vegetated swale



Proposed Option 2: Landscaped Pedestrian Path

Implementation Plan

- November data collection to confirm vehicle volumes and speeds
- Community meeting – Early December 2023
- Implementation – mid January 2024 (weather permitting)
 - Grinding, repaving, and restriping
 - Work to begin from Glenoaks Blvd. up to Sunset Cyn.
 - Installation would last approximately one week



Next Steps

- Installation to begin in mid-January 2024
- Post implementation data collection in Spring 2024 to confirm traffic operations
- Update to Transportation Commission in Summer 2024



Questions



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