N. VERDUGO ROAD
IMPROVEMENTS PROJECT

Welcome!

¡Bienvenidos!

Բարի գալուստ

Community Meeting
Reunión Comunitaria
Հանդիպման ժողով

Public Works

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Survey Station

**Survey open until April 30th*

Estación de Encuesta

**La encuesta estará abierta hasta el 30 de abril*

Համայնքային հարցում

**Հարցումն բաց է մինչև ապրիլ 30-ը*

Español

English

Հայերեն

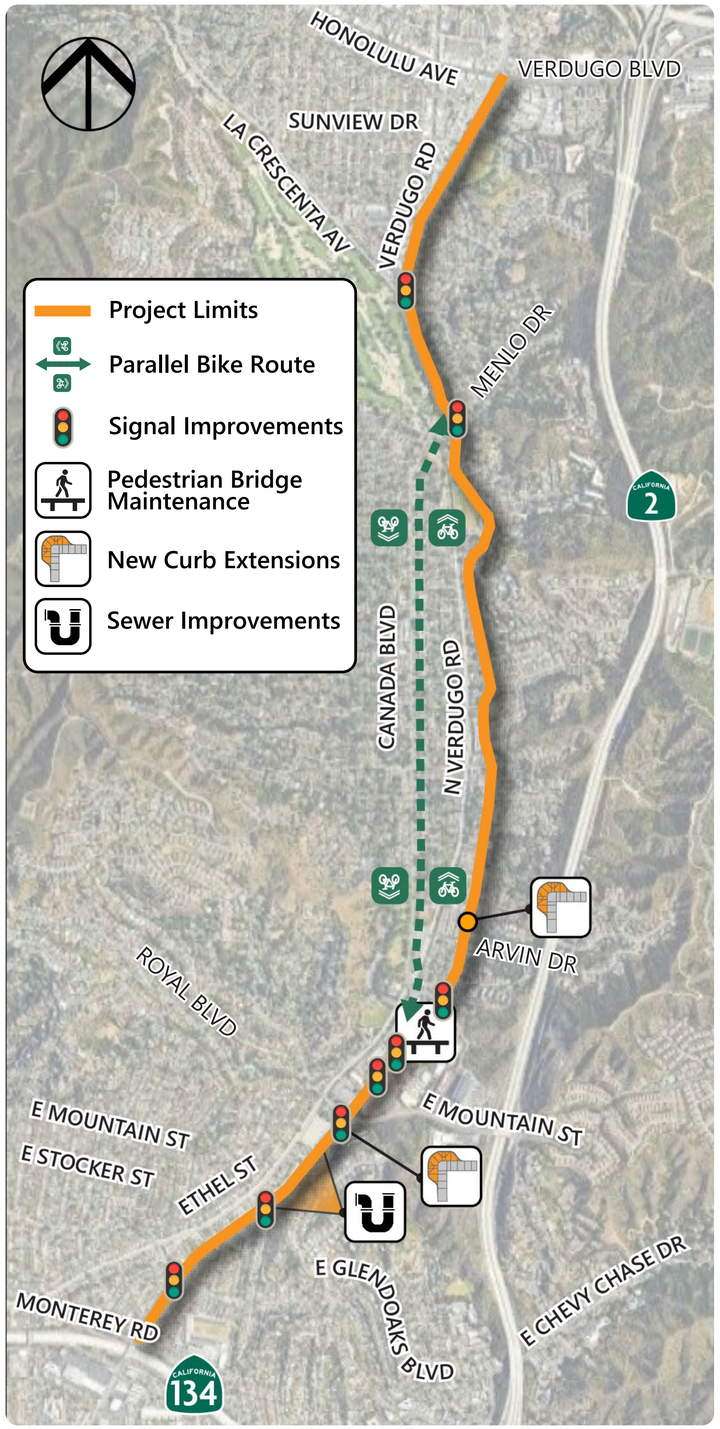
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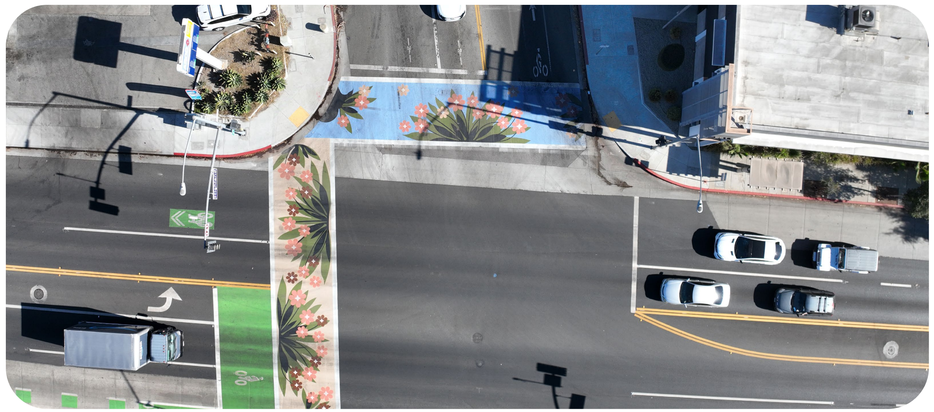
N. VERDUGO ROAD IMPROVEMENTS PROJECT

Project Information



Project Description

North Verdugo Road is a vital north south corridor providing connectivity to several Glendale neighborhoods / communities to business districts and to Interstate 210 and State Routes 2 and 134. This project will improve pedestrian and bicyclist safety through curb extensions, addition of bikeways where feasible, high visibility crosswalks, existing pedestrian overcrossing enhancements, and lighting features consistent with the various City General Plan and master planning documents (i.e. Bicycle Transportation Plan, Citywide Pedestrian Plan, Safe Routes to School Plan). The project will also rehabilitate existing pavement, signals at multiple locations, provide as needed repairs to existing sewer infrastructure, replace landscaping/street trees throughout the corridor, and replace non-ADA compliant curb ramps further improving transportation safety and circulation along North Verdugo Road.





Key Outputs

- Pedestrian Mobility & Safety Enhancements
- New Bike Routes where feasible & Wayfinding Signage
- Public Transit / Bus Stop Modifications
- Rehabilitate Existing Pavement
- Landscaping and Street Trees
- Intersection Safety & Lighting Upgrades

Key Outcomes

- IMPROVE MOBILITY, CIRCULATION, AND SAFETY FOR ALL USERS
- BICYCLE/ PEDESTRIAN CONNECTIVITY WHERE FEASIBLE
- IMPROVE BUS STOP FEATURES AND LOCATIONS TO PROMOTE USERSHIP

Anticipated Next Steps

- **SPRING 2026 -** Public Outreach
- **SUMMER 2026 -** Preliminary Design
- **WINTER 2026 -** Final Design
- **SUMMER 2027 -** Construction Begins
- **SUMMER 2028 -** Construction Concludes

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N. VERDUGO ROAD IMPROVEMENTS PROJECT

AESTHETICS AND AMENITIES







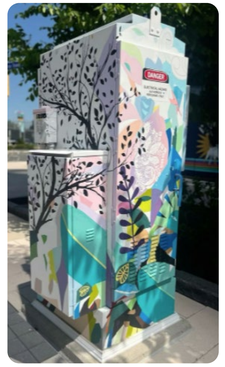
Beautification and Aesthetics

The project will balance aesthetics with functionality, creating a streetscape that feels distinct and attractive while supporting everyday use by pedestrians, cyclists, and drivers. Elements such as enhanced paving, public art, monuments, and strategic plantings will reinforce identity and provide visual interest to the community.



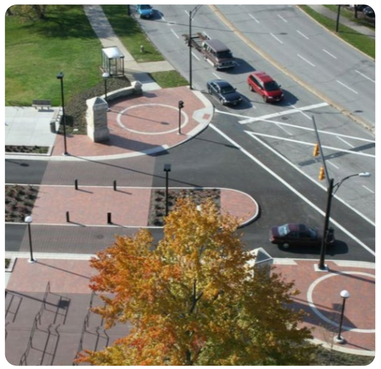






Placemaking Opportunities

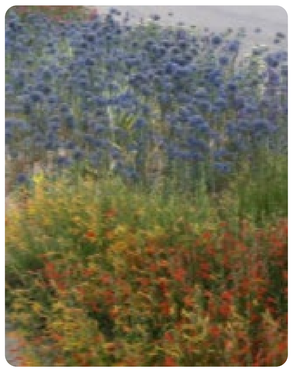
Features such as monuments, public art, enhanced paving, and thoughtfully placed landscaping will strengthen local identity and create memorable visual experiences. These elements are designed to celebrate the character of the community and contribute to a strong sense of place.











Cooldown Spaces and Seating Areas

Improve shading and provide additional seating areas along the corridor to encourage social interaction and public engagement. These spaces provide opportunities for pedestrians and residents to rest, meet, and participate in everyday street life.

Planting and Irrigation

A diverse palette of drought-tolerant plants will be incorporated to create a sustainable landscape that offers seasonal color and visual interest. Efficient irrigation strategies will be used to conserve water while supporting healthy plant growth.









Site Amenities

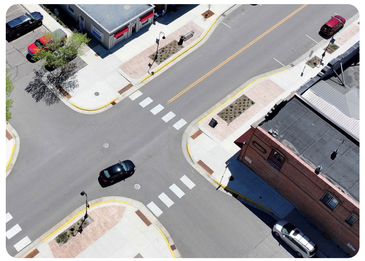
Improve site amenities throughout the corridor to enhance comfort, usability, and safety. These features may include bus shelters, bicycle racks, seating, trash and recycling receptacles, and wayfinding elements to support daily use.

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N. VERDUGO ROAD IMPROVEMENTS PROJECT

COMPLETE STREETS IMPROVEMENTS





Curb Extensions

A curb extension is a narrowing of the roadway at an intersection or midblock crossing, extending the sidewalk or curb line into the parking lane. It shortens pedestrian crossing distances, improves visibility of pedestrians to drivers, slows turning vehicles, and can provide space for landscaping, street furniture, or other amenities.







High Visibility Crosswalk

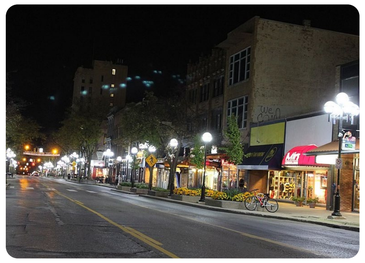
High visibility crosswalk uses distinctive patterns and pavement treatments to make the crosswalk more visible. They help define the pedestrian space and discourage vehicles from encroaching upon the crosswalk.





Raised Median

A raised area separating opposing lanes of traffic, typically located at the center of a roadway. Raised medians are designed to improve safety by reducing conflict points, providing pedestrian refuge, and organizing traffic flow.





Street Lighting

Street light is to provide safety, visibility, and comfort for all users while also contributing to the street's aesthetic character.





Traffic Signal Operations

Well-timed and highly operational traffic signals help increase roadway capacity, keep traffic flowing smoothly, and make streets safer for all road users.





Bikeways

New bikeways where feasible will provide people more choices in how they travel. Encouraging biking not only supports Complete Streets goals but also helps free up roadway space, improving traffic flow.



Bus/Transit

This corridor is the backbone for Beeline bus transit routes 3, 7, and 8, and LA Metro route 90. The project will relocate bus stops from the upstream to the downstream side of an intersection, which improves traffic flow by reducing conflicts between buses and vehicles. Bus stops will include enhancements to shelters to improve shade, seating, and user accessibility. Additionally, improvements, signing, and striping will be provided to improve safety for bicyclists and pedestrians.





Improved ADA Curb Ramps and Sidewalks

ADA curb ramps and wider sidewalks make walking safer and more convenient for pedestrian. By encouraging pedestrian to walk instead of drive for short trips, these improvements help ease congestion and improve the overall capacity of the roadway.

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Pavement Rehabilitation

Through pavement testing and field observations, the existing pavement conditions will be evaluated to identify areas requiring rehabilitation. Minor cracking will be considered suitable for treatments such as crack repair or pavement overlay, while sections exhibiting structural damage will be designated for full replacement of the pavement and underlying base. Traffic circulation and driveway accessibility will also be taken into consideration throughout the construction process.





Rapid Rectangular Flashing Beacon & Hawk Signal

Existing unsignalized intersections, such as Kirkby and Glencoe, which contain crosswalks and are located in close proximity to schools, will be evaluated as potential candidates for the installation of Rapid Rectangular Flashing Beacons (RRFBs) or HAWK signals. Preliminary design efforts will include the application of appropriate design guidelines to screen these intersections and to develop recommendations for RRFB or HAWK signal implementation. The feasibility of utilizing solar-powered RRFBs will also be evaluated as part of this assessment.



HAWK Signal



Rapid Rectangular Flashing Beacon (RRFB)

Sewer Improvements

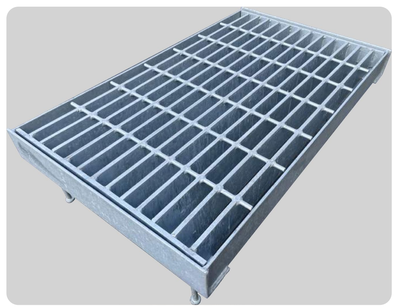
Between Glendale Ave/N Verdugo Rd and N Verdugo Rd/Sweetbriar Dr, the need for improvements to the existing sewer mainline will be addressed. CCTV inspection will be utilized to evaluate the condition of the mainline and to establish the required reconstruction limits. Sewer capacity calculations will be performed to verify that the system has adequate capacity. All improvements will be constructed in a manner that minimizes impacts on the surrounding community.

Rating	Importance	Likelihood of Failure	Structural Rating Example	O&M Rating Example
1 Excellent	Minor defects	Failure unlikely in the foreseeable future		
2 Good	Defects that have not begun to deteriorate	Pipe unlikely to fail for at least 20 years	Longitudinal Cracking	Fine Roots
3 Fair	Moderate defects that will continue to deteriorate	Pipe may fail in 10 to 20 years	Multiple Fractures	Deposits = 15% (rating based on % of capacity affected)
4 Poor	Severe defects	Pipe will probably fail in 5 to 10 years	Broken Pipe	Infiltration – Runner (rating based on flow estimate)
5 Immediate Attention	Defect requires immediate action	Pipe has failed or will likely fail within the next 5 years	Collapsed Pipe	Root Ball (> 50% of capacity)



Drainage Improvements

Approximately 50 catch basins will be reviewed along the corridor, three of which contain grated inlets, with the remainder consisting of curb-opening inlets. Drainage grates will be replaced, as necessary, with bicycle-friendly alternatives. Pollutants of concern for downstream watersheds will be identified, and catch basin trash grates, covers, or inserts will be installed where appropriate. Existing catch basins equipped with inserts will be evaluated to determine whether replacement is warranted due to inadequacy or damage.





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