

SR-2 Terminus Components Comments Sheet

Community Workshop June 28, 2006

Terminus Component	ALTERNATIVE 5 (as drawn by EPCAC)	ALTERNATIVE 5A	ALTERNATIVE 5B	ALTERNATIVE 6A	ALTERNATIVE 6B
Terminus Configuration	<ul style="list-style-type: none"> SR-2 On and Off Ramps Shifted East Standard Lane Widths Provided, with Non-Standard Shoulder and Median Widths Required 	<ul style="list-style-type: none"> SR-2 On and Off Ramps Shifted East Standard Lane Widths Provided, with Non-Standard Shoulder and Median Widths Required 	<ul style="list-style-type: none"> SR-2 On and Off Ramps Shifted East Standard Lane Widths Provided 	<ul style="list-style-type: none"> SR-2 On and Off Ramps Shifted East Standard Lane Widths Provided Landscaped Median Provided Both North and South of Terminus 	<ul style="list-style-type: none"> SR-2 On and Off Ramps Shifted East Standard Lane Widths Provided Landscaped Median Provided Both North and South of Terminus
Traffic Flow	<ul style="list-style-type: none"> 3 SB Lanes Off SR-2 (including non-exclusive right turn movement to NB Glendale Blvd.) 2 NB Lanes to SR-2 Signals at Glendale/Fargo, Glendale/SR-2 and Glendale/Allesandro (Left Turn Lane Provided from SB Glendale Blvd to NB SR-2) 	<ul style="list-style-type: none"> 3 SB Lanes Off SR-2 (including non-exclusive right turn movement to NB Glendale Blvd.) 2 NB Lanes to SR-2 Signals at Glendale/Fargo, Glendale/SR-2 and Glendale/Allesandro 	<ul style="list-style-type: none"> 3 SB Lanes Off SR-2 (including non-exclusive right turn movement to NB Glendale Blvd.) 2 NB Lanes to SR-2 Signals at Glendale/Fargo, Glendale/SR-2 and Glendale/Allesandro 	<ul style="list-style-type: none"> 3 SB lanes Off SR-2 (+ 1 Exclusive Right Turn Lane onto NB Glendale Boulevard merging beyond Glendale/ Fargo/ Waterloo intersection) 2 NB Lanes to SR-2 Signals at Glendale/Fargo, Glendale/SR-2 and Glendale/Allesandro 	<ul style="list-style-type: none"> 3 Southbound Lanes Off SR-2 (+ 1 Exclusive Right Turn Lane onto North Bound Glendale Boulevard merging beyond Glendale/ Fargo Waterloo intersection) 2 Northbound Lanes to SR-2 Signals at Glendale/Fargo, Glendale/SR-2 and Glendale/Allesandro (Left Turn Lane Provided from SB Glendale Blvd to NB SR-2)
Community Access	<ul style="list-style-type: none"> On Street Parking Only Flyover structure from SB SR-2 reused for pedestrian access to bridge and over Glendale Blvd 	<ul style="list-style-type: none"> On Street Parking Only Continuous sidewalk connection provided along west side of Glendale Blvd, between Waterloo and Duane Pedestrian connectivity enhanced by added crosswalks at Glendale & Duane, and Allesandro Flyover structure from SB SR-2 modified and reused for pedestrian access to bridge and over Glendale Blvd 	<ul style="list-style-type: none"> On Street Parking Only Continuous sidewalk connection provided along west side of Glendale Blvd, between Waterloo and Duane Pedestrian connectivity enhanced by added crosswalks at Glendale & Duane, and Allesandro Flyover structure from SB SR-2 replaced with at grade pedestrian access to bridge and over Glendale Boulevard 	<ul style="list-style-type: none"> On Street Parking Only Continuous sidewalk connection provided along west side of Glendale Blvd, between Waterloo and Duane Pedestrian connectivity enhanced by added crosswalks at Glendale & Duane, and Allesandro Additional leg of crosswalk added at Glendale/Waterloo/Fargo Intersection to facilitate pedestrian access to new open space area north of Glendale Blvd 	<ul style="list-style-type: none"> On Street Parking Only Continuous sidewalk connection provided along west side of Glendale Blvd, between Waterloo and Duane, along with ridge top connection Pedestrian connectivity enhanced by added crosswalks at Glendale & Duane, and Allesandro Additional leg of crosswalk added at Glendale/Waterloo/Fargo Intersection to facilitate pedestrian access to new open space area north of Glendale Blvd
Open Space	<ul style="list-style-type: none"> Glendale Blvd. Bridge Retained for Community Reuse. Larger community gathering/view space is created on the bridge. Linkage to north to Los Angeles River is possible Passive open space and court/play facilities are provided in areas north and south of Glendale Blvd 	<ul style="list-style-type: none"> Glendale Blvd. Bridge Retained for Community Reuse and Greening. Larger community gathering/view space is created on the bridge. Linkage to north to Los Angeles River is possible Passive open space is provided in areas north and south of Glendale Blvd 	<ul style="list-style-type: none"> Part of Glendale Blvd. Bridge Retained for Community Reuse and Greening. View terrace created on the part of the bridge retained. Linkage to north to Los Angeles River is possible Passive open space is provided in areas north and south of Glendale Blvd 	<ul style="list-style-type: none"> Glendale Blvd. Bridge & Flyover Removed Open space area north of Glendale Blvd is revegetated with a naturalized landscape. Evokes the natural setting of the community, like the revegetation/pocket parks along the Los Angeles River. New at-grade open space provided south of the Glendale Blvd as well Linkage to north to Los Angeles River is possible 	<ul style="list-style-type: none"> Glendale Blvd. Bridge & Flyover Removed Linkage to north to Los Angeles River is possible Passive open space/gathering areas are provided at grade in areas north and south of Glendale Blvd
	Trade-Offs	Trade-Offs	Trade-Offs	Trade-Offs	Trade-Offs
	<ul style="list-style-type: none"> No Landscaped Median/Parkway Treatment is possible on Glendale Blvd or SR-2 terminus Non-Standard shoulder and median widths may not be accepted by Caltrans Flyover structure would need to be modified to come to grade further north of existing location, and to reduce slope of ramp, which is too steep to accommodate ADA access as built Continuous sidewalk connection is not provided along west side of Glendale Blvd, between Waterloo and Duane Left turn lane/arrow from SB Glendale Blvd to NB SR-2 is not possible if bridge remains in place Retaining the bridge structure would require regrading the slope east of the SR-2, adjacent to Allesandro, and removing the existing landscaping along the Allesandro edge 	<ul style="list-style-type: none"> With bridge structure retained, there is not sufficient width to accommodate a Landscaped Median/Parkway Treatment on Glendale Blvd or SR-2 terminus Non-Standard shoulder and median widths may not be accepted by Caltrans Flyover structure would need to be modified to come to grade further north of existing location, and to reduce slope of ramp, which is too steep to accommodate ADA access as built Retaining the bridge structure would require regrading the slope east of the SR-2, adjacent to Allesandro, and removing the existing landscaping along the Allesandro edge 	<ul style="list-style-type: none"> With bridge structure partially retained, there is not sufficient width to accommodate a Landscaped Median/Parkway Treatment on Glendale Blvd or SR-2 terminus There may be structural engineering complications in partial demolition of the bridge 	<ul style="list-style-type: none"> Community green space functions more as a visual amenity than as park or gathering space. This would decrease the burden of park space maintenance. Landscaping in the median north of the SR-2 terminus would require special agreement with Caltrans 	<ul style="list-style-type: none"> Left turn movement in the Glendale/SR-2 intersection will significantly reduce through flow, while increasing volume or being a traffic attractor to the terminus. Landscaping in the median north of the SR-2 terminus would require special agreement with Caltrans