



GLENDALE
SAFE & HEALTHY
STREETS PLAN

Cover photo: Graeme Whifler



City of
Glendale



LOS ANGELES COUNTY
BICYCLE
COALITION

CITY OF GLENDALE, CALIFORNIA

City Council

Laura Friedman, Mayor
Rafi Manoukian
Ara Najarian
Frank Quintero
Dave Weaver

Parks, Recreation and Community Services Commission

Richard Bennett
Rodney Khan
Laurel Patric
Stephen Ropfogel
Dorothy Sharkey

Planning Commission

William Kane
Stephanie Landregan
Chang Lee
Hank Scheetz
A. Erik Yesayan

Transportation and Parking Commission

Peter Fuad
Aram Sahakian
William Weisman
Christopher Welch
Maro Yacoubian

TIMELINE

- 04.19.2011** City Council approves Safe & Healthy Streets Plan
- 04.12.2011** City Council approves the Riverdale-Maple Glendale Greenway Physical Project
- 02.10.2011** Parks, Recreation and Community Services Commission recommends approval of Safe & Healthy Streets Plan
- 01.24.2011** Transportation and Parking Commission/Planning Commission recommend approval of Safe & Healthy Streets Plan
- 12.04.2010** Safe & Healthy Streets Supporters Participate in Montrose-Glendale Christmas Parade
- 10.20.2010 - 10.27.2010** Safe & Healthy Streets Community Feedback Meetings
- 09.22. 2010 & 09.25.2010** Second Bicycle and Pedestrian Count
 - 08.2010** Sharrows Installed on Chevy Chase
 - 05.2010** Glendale Bike Month 2010
 - 04.27.2010** First Bike Month Proclamation
 - 04.10.2010** Volunteer Tree Planting on Maple Street for Physical Project
 - 02.25.2010** Second Community Stakeholder Meeting for Safe & Healthy Streets
 - 02.10.2010** Glendale Bicycle and Pedestrian Survey Posted Online
 - 12.05.2009** Safe & Healthy Streets Supporters Participate in Montrose-Glendale Christmas Parade
 - 12.2009** First Sharrows installed in Glendale on Grandview Ave.
- 10.08.2009 - 11.18.2009** Safe & Healthy Streets Community Input Meetings for Safe & Healthy Streets Plan
- 09.16.2009 & 09.19.2009** First Bicycle and Pedestrian Count
 - 07.11.2009** History Walk
 - 06.10.2009** Physical Project Community Meeting
 - 05.28.2009** First Stakeholder Meeting for the Safe & Healthy Streets Plan
 - 05.14.2009** First City-wide Bike to Work Day Promotion
 - 04.18.2009** First History Ride
 - 02.02.2009** Safe & Healthy Streets website launched
 - 01.2009** Community Outreach begins
 - 01.2009** Individual meetings with City Council
 - 12.16.2008** PLACE Grant: Safe & Healthy Streets Introduction to City Council
 - 09.2008** PLACE Grant Coordinator hired
 - 06.01.2008** PLACE Grant initiative launched, search for Grant Coordinator begins
 - 03.2008** PLACE Grant Awarded by the Los Angeles County Department of Public Health to the Los Angeles County Bicycle Coalition with the City of Glendale

TABLE OF CONTENTS

Chapter 1 – Introduction	Pages 1-8
1.1 - Vision	
1.2 - Plan Purpose	
1.3 - Community Outreach and Feedback	
1.4 - Executive Summary: The Five “E’s”	
Chapter 2 – Education	Pages 9-22
2.1 - Policy: Establish education and safety programs and partnerships to educate residents on how to safely walk and ride a bike.	
2.2 - Policy: Educate motorists on how to correctly and safely interact with cyclists and pedestrians.	
2.3 - Policy: Publish and broadcast information regarding proper pedestrian and bicyclist safety and make this information readily available throughout the Glendale community.	
2.4 - Policy: Continue ongoing bicyclist and pedestrian education for City Staff through free or paid webinars.	
Chapter 3 – Encouragement	Pages 23-36
3.1 - Policy: Establish programs and partnerships that will encourage the Glendale community to walk or ride a bike for recreation and transportation.	
Chapter 4 – Enforcement	Pages 37-48
4.1 - Policy: Improve bicyclist and pedestrian safety through targeted enforcement.	
4.2 - Policy: Modify or eliminate existing ordinances or requirements that hinder bicycling and walking.	
4.3 - Policy: Add ordinances or resolutions that improve safety for bicyclists and pedestrians.	
Chapter 5 – Engineering	Pages 49-66
5.1 - Policy: Maintain and update design standards that reduce vehicular speeds.	
5.2 - Policy: Incorporate best practices in pedestrian and bicycle facility design.	
5.3 - Policy: Adopt a Complete Streets Policy and design standards in accordance with the California Complete Streets Act of 2008 so that transportation improvements in the City of Glendale will accommodate all users.	
5.4 - Policy: Create land use policies that encourage biking and walking	
Chapter 6 – Evaluation	Pages 67-78
6.1 - Policy: Establish regular updates to City policies and documents related to bicyclists and pedestrians.	

- 6.2 – Policy: Establish regular, on-going evaluation and monitoring of engineering projects.
- 6.3 – Policy: Create an official TPC Pedestrian and Bicyclist Advisory Committee and a Pedestrian and Bicyclist Technical Advisory Team dedicated to the review and implementation of Pedestrian and Bicycle policies.
- 6.4 – Policy: Assess pedestrian/bicycle programs, events and infrastructure improvements as recommended by the Safe and Healthy Streets Plan.
- 6.5 – Policy: Support alternatives for measuring level-of-service.
- 6.6 – Policy: Once a framework has been established funding and implementing pedestrian and bicyclist policies, programs, and infrastructure, seek promotional opportunities.

Chapter 7 – Resources and Staffing Pages 79-86

- 7.1 – Policy: Allocate City Staff to coordinate and to implement pedestrian and bicyclist policies, programs, and facilities.
- 7.2 – Policy: Create organizations and work with existing organizations that will assist in the implementation of pedestrian and bicyclist policies, programs and facilities.
- 7.3 – Policy: Once funding is established, create positions within the City of Glendale that will directly manage the implementation of pedestrian and bicyclist programs, policies and infrastructure.

Chapter 8 – Funding Sources Pages 87-100

- 8.1 - Policy: Continue to identify and pursue funding sources for the purpose of implementing pedestrian and bicycle projects and programs, including those recommended in the Safe and Healthy Streets Plan.
- 8.2 - Policy: Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.

Chapter 9 – Action Plan Pages 101-110

- Section 1: Introduction
- Section 2: Phased Recommendations
- Section 3: Additional Studies Needed

Chapter 10 – Research and Data Pages 111-116

Chapter 11 – Policy Structure and Coordination Pages 117-123

Credits Page 124-125

Appendices Page 126

Introduction

1



1.1 - Vision

Through its recommended policies, programs, and resources, the Safe and Healthy Streets Plan seeks a new vision of Glendale where residents live safer, healthier lives by walking and riding a bicycle for both transportation and recreation. This vision promotes the goal of creating a transportation network that meets the needs of all road users, including pedestrians, bicyclists, transit passengers, and people of all ages and abilities, as well as motor vehicles.

1.2 - Plan Purpose

In August 2007, the Los Angeles County Department of Public Health announced a new funding opportunity known as the PLACE Program (Policies for Livable, Active Communities and Environments). The PLACE Program recognizes that the design of our cities, work sites, and streets influences how much physical activity we get and plays an important role in preventing many chronic conditions – such as obesity, heart disease, diabetes, and asthma. There is compelling research data that show that streets designed to facilitate walking and biking are safer and succeed in increasing the number of people who walk and bike. The PLACE Program supports the development of healthier communities by fostering policy changes that improve the places where people live, work, and play.

In March of 2008, the Los Angeles County Bicycle Coalition, with the City of Glendale as its municipal partner, was awarded one of five PLACE grants in Los Angeles County. Funding from the PLACE Program has allowed the City of Glendale to work with the Los Angeles County Bicycle Coalition to create the City's first Safe and Healthy Streets Plan, a policy document designed to implement existing policies from current planning documents, as well as recommend new policies to make Glendale a safer and friendlier city for pedestrians and bicyclists.

The PLACE grant project has been led by an Initiative Coordinator from the Los Angeles County Bicycle Coalition working in collaboration with the Public Works Engineering and Traffic & Transportation Divisions, the Community Services & Parks Department, the Community Development Department, and the Glendale Police Department. Representatives from these four City departments, along with the Initiative Coordinator, make up Glendale's PLACE grant team.

There is little doubt that bicycling and walking provide tremendous benefits for America's health. Glendale's Safe and Healthy Streets Plan has the potential to boost levels of physical activity and help reverse current obesity trends among residents. In Glendale, approximately 17.4% of adults (age 18+) are obese and approximately 15.8% of children are obese. An additional 46.2% of adults and 17.9% of children are overweight. Almost 40% of adults in Glendale engage in minimal to no physical activity and 66.4% of adults drive to go on an errand less than one mile from their home.^{1,2}

1 Adult obesity and physical activity data source: 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health.

2 Childhood obesity data source: Data extracted from the California Department of Education Physical Fitness Testing Program, 2007. Prepared by the Los Angeles County Department of Public Health.

However, the benefits of the Safe and Healthy Streets Plan go beyond that of creating a healthier community. The Plan recognizes the need for transportation equity; the importance of providing transportation options and removing barriers for those who cannot or do not drive, allowing safe access to employment centers and other key destinations. The Plan can also help to foster efforts, already under way, to make Glendale's streets safer as well. From 2004 through 2009, there were 671 reported motor vehicle collisions involving pedestrians and 275 reported motor vehicle collisions involving bicyclists according to SWITRS data. Of the pedestrian collisions, the primary collision factor (the cause of the crash) was assigned to the motorist in 64% of the collisions; to the pedestrian in 22% of the collisions, and 14% of the collisions reported remain unknown or unclear.³ Further review of this data is recommended, particularly to clarify the unknown or unclear results provided by SWITRS. For the collisions involving bicyclists, closer scrutiny is necessary as motorists and bicyclists can be assigned many of the same vehicle code violations referenced to assign primary collision factor in SWITRS data. Public review of collision data and the potential education, enforcement, and engineering measures to address the safety issues facing pedestrians and bicyclists in Glendale is a key concern of this plan. Ultimately, it is the goal of the Safe and Healthy Streets Plan to make Glendale a safer, friendlier, and healthier place for residents and visitors to walk and ride a bike.

1.3 - Community Outreach and Stakeholder Group Formation

Beginning in the fall of 2008, the Safe & Healthy Streets team began making contact with City Staff to introduce the grant coordinator, Colin Bogart, explain what the Safe & Healthy Streets project was about, and invited City Staff to participate. In January 2009, the Safe & Healthy Streets team met with the individual City Council Members, also to provide the same introductions and to invite participation. Following the meetings with Council, the team then started meeting with existing community groups including the Glendale Healthier Communities Coalition, the Glendale Homeowner's Coordinating Council, Glendale Chamber of Commerce, and the Downtown Merchants Association.

In February of 2009, the Safe & Healthy Streets website was launched to provide ongoing updates about the project, share relevant information, and provide a venue for interested community members to contact the grant coordinator. Three thousand promotional postcards were printed to be handed out at events, meetings, or distributed to parks, libraries, and local businesses. A history ride was organized in April of 2009 to help promote the Safe & Healthy Streets project and collect contact information from participants. On May 14, 2009, Bike to Work Day was used as an additional opportunity for promotion and to collect the contact information of more community members. The first official Stakeholder Meeting was held on May 28, 2009 at the Central Library. All contacts from the previous seven months were invited and the attendees were to be identified as our Stakeholder Group. Community outreach continued into the summer and included a History Walk on July 11, 2009.

³ Data are extracted from the California Highway Patrol Statewide Integrated Traffic Reporting System. Prepared by the Los Angeles County Department of Public Health.

Fall 2009 Community Meetings

From October 8 to November 18, 2009, the Safe & Healthy Streets Team conducted five community meetings at four different locations city-wide. The meetings were promoted through the Safe & Healthy Streets website, e-mail networks, community group affiliations, announcements at City Council meetings, on the City website, and through the Glendale News-Press calendar. All members of the Glendale community were invited and encouraged to attend. The



Figure 1-1. Community meeting

purpose of the meetings was to learn from community members what it's like to walk or bike in Glendale with the intention of using the information to help draft the Safe & Healthy Streets Plan. The first meeting was intended as an introduction to the meeting series and to initiate the dialogue. The next three meetings were held in different locations to encourage a local/geographic focus. The final meeting was held in the same location as the first and was used as an opportunity to confirm the information collected and to ask follow-up questions.

The overall findings included:

- concerns about aggressive/speeding drivers and the need for better overall enforcement
- education for motorists, bicyclists and pedestrians
- more and better opportunities for biking and walking through infrastructure improvements and events that might include street closures and City-sponsored rides/walks.

Fall 2010 Community Feedback Meetings

Three community meetings were conducted in October 2010 to collect feedback regarding the content of the Second Draft of the Safe and Healthy Streets Plan. The first meeting was organized for community members who had been actively involved with the Safe and Healthy Streets project since early 2009, referenced above as the Stakeholder Group. The second two meetings were open to the public and publicized through the same channels as the 2009 Community Meetings. The first two meetings were held at the Glendale Central Library and the third was held at the Sparr Heights Community Center. In addition to the Feedback Meetings, comments on the Draft Plan were requested and received via the Safe and Healthy Streets website and e-mail as well as through in-person contact with individual members

of the community. The Los Angeles County Department of Public Health's PLACE Program, which has funded this project, provided their feedback and the Safe and Healthy Streets Team also invited comments from City Staff in the Community Services and Parks Department, the Community Development Department, Public Works Engineering and Traffic & Transportation Divisions, the Fire Department, and the Police Department. All feedback collected from October 2010 through early January 2011 was considered and incorporated whenever possible into the revised draft of this Plan.



Figure 1-2. Meetings were held to collect community feedback.

1.4 - Executive Summary - The Five “E’s”: Education, Encouragement, Enforcement, Engineering, and Evaluation

Frequently used by the pedestrian and bicycle advocacy community as well as the Federal Highway Administration's newly-formed Walk Friendly Community program, the five “E’s” help to define and organize efforts for improving conditions for pedestrians and bicyclists and provides a focus for meeting goals. The League of American Bicyclists uses the five “E’s” when evaluating a city for its “Bicycle Friendly Community” program.

The implied understanding included in the five “E’s” is that policies and programs from all five categories must be implemented together in an effort to make Glendale a safer, healthier place to walk or ride a bike. Without implementation of all five “E’s” combined, the application of City resources to support walking and biking will be incomplete. The five “E’s” are as follows:

Education

Education refers to the amount and types of education available to the community for pedestrians, bicyclists, and motorists. This includes teaching pedestrians and cyclists and of all ages how to ride and walk safely, as well as teaching motorists how to share the road safely with pedestrians and cyclists.



Figure 1-3. Bike safety class at R.D. White Elementary, May 2011

Encouragement

Encouragement addresses how the City encourages and promotes walking and bicycling. This includes events such as Bike Month and International Walk to School Day, community walks or rides, bicycle and walking maps, and commuter incentive programs.



Figure 1-4. Glendale History Walk, July 2009

Enforcement

Enforcement considers how law enforcement ensures safe and legal road use among pedestrians, bicyclists, and motorists. It looks at the connections between the pedestrian/cycling and law enforcement communities, including whether or not the law enforcement community has a liaison with the pedestrian/cycling community, and whether law enforcement uses targeted enforcement to encourage pedestrians, cyclists, and motorists to share the road safely.



Figure 1-5. Glendale Police, Sept. 2011

Engineering

Engineering looks at the pedestrian and bicyclist facilities the City has built and plans to build. It includes the existence of a bicycle master plan, a pedestrian safety action plan, a complete streets policy, and the accommodation of pedestrians and cyclists on public roads.



Figure 1-6. Bike rack at Glendale City Hall

Evaluation

Evaluation reviews the systems in place to evaluate current programs, policies, and data so that the other four E's can be modified and improved. It focuses on measuring the amount of walking and cycling taking place in the community, the crash and fatality rates, and ways the City works to improve these numbers.



Figure 1-7. Glendale bike and pedestrian count volunteers, Sept. 2009

In addition to the five “E’s”, the Safe and Healthy Streets Plan includes chapters that contain Resources and Staffing policies, a selected list of potential Funding Sources, many of which the City has already received, and an Action Plan to provide a timeline for implementation of this Plan. The Research and Data chapter provides background on the information and data collected, along with community and City Staff feedback, to help the Safe & Healthy Streets Team write this Plan. The Policy Structure and Coordination chapter is intended to help clarify the Safe and Healthy Streets Plan’s relation to other City of Glendale plans and documents as well as neighboring jurisdiction and regional plans.

EDUCATION

2



Goal: Educate and inform residents about pedestrian and bicyclist safety.

Education can be a powerful tool for changing behavior and improving the safety of bicyclists, pedestrians and motorists alike. Each group can benefit from educational tools and messages that teach them the rules, rights, and responsibilities of these various modes of travel.

There are essentially three types of pedestrian and bicyclist education programs. The first is focused on the general public and designed to develop safety awareness through media campaigns, brochures, and websites. The second is specifically targeted to bicyclists and pedestrians. In the case of bicyclists, it is designed to teach specific bicycle handling and traffic negotiation skills through classroom instruction and on-bike training. In the case of pedestrians, it is designed to promote safe walking practices such as using extra caution when crossing multiple-lane, high capacity streets. The third program is focused on motorists, with an emphasis on how to safely interact with cyclists and pedestrians.

2.1 - Policy: Establish education and safety programs and partnerships to educate residents on how to safely walk and ride a bike.

2.1a - Establish pedestrian and bicyclist safety training programs in collaboration with all schools in Glendale.

Because schools have organizational infrastructure in place, they can often be the ideal venue for pedestrian and bicyclist safety education. It is recommended that pedestrian and bicyclist safety training be incorporated into the public/private school curriculums from the early elementary grades through high school as a continuous education experience that promotes biking and walking as healthy, safe, lifelong activities.

In order to be truly effective, pedestrian and bicyclist safety training must be taught at an age-appropriate level. One possible structure would be to offer specialized programs for early



Figure 2-1. Bike safety class held in Glendale, April 2011

elementary school; late elementary school; middle school, and high school.

It should be noted that the time and attention of teachers is often focused exclusively on core classes such as math and language arts, making it difficult to convince some school administrators of the need for pedestrian and bicyclist safety in schools. This, however, provides a reason for creating partnerships with other organizations including local businesses, bicycle riding clubs, bicycle retail stores, bicycle manufacturers, and service organizations. Organizations such as the League of American Bicyclists and the Los Angeles County Bicycle Coalition provide age-appropriate curriculum and could serve as potential partners in this program.

2.1b - Establish a pedestrian and bicyclist safety training program through the Community Services & Parks Department.

Schools are not the only venues for pedestrian and bicyclist safety education. Community centers and park and recreation facilities are also excellent locations for safety classes for both children and adults. Having the freedom to develop a youth program that is not part of a school can be advantageous. Such a program is not restricted to public school curriculum requirements, time frames, or geographical limitations during walks or bike rides. The Adult Recreation Center and the Sparr Heights Community Center would provide ideal locations for pedestrian safety programs targeted to seniors.

The National Highway Traffic Safety Administration offers resources for pedestrian safety training programs. Information can be found at:
<http://www.nhtsa.gov/Pedestrians>

The League of American Cyclists has created its own bicycle safety programs which are available to the public. Information can be found at:
<http://www.bikeleague.org/programs/education/index.php>

2.1c - Work with the Glendale Police Department and the Los Angeles Superior Court system to establish a bicycle/pedestrian traffic school curriculum in lieu of other penalties for bicycle/pedestrian related traffic law violators.

In California, traffic school has traditionally been available for errant drivers who are allowed to plead guilty or “no contest” to minor traffic offenses, pay a fine, and then attend traffic school. Because cycling does not require a license, many cyclists have never been taught what laws govern the use of public streets. However, they are rarely given the same opportunity as motorists when they violate the rules of the road. Pedestrians may find themselves in a similar situation. The purpose of the pedestrian/bicyclist traffic school is to allow cyclists and pedestrians who have been ticketed for such offenses as running a stop sign, riding at night without lights, jaywalking, or entering a cross-walk against the light, to attend a traffic school designed specifically to deal with offenses related to their mode of transportation.

An example of such a program for cyclists is the Bicycle Traffic Safety School operated by the Santa Cruz County Health Department in Santa Cruz, California. This program is coordinated between local law enforcement, the traffic court and the education services of Santa Cruz County's cycling community. Bicyclists that are given tickets for traffic violations have the option of attending a class on how to safely use a bicycle in traffic in lieu of paying the moving violation fine. Attendance at a Bicycle Traffic School requires a court order granted by the Traffic Court Judge and can only be issued once instead of paying the fine. Cyclists and pedestrians can pay anywhere from \$100 to \$200 per ticket, depending on the infraction. By attending the bicycle safety class the cyclist can not only save money, but also his or her life by learning essential safety rules.

For more information on this program go to: <http://www.sctrfficsafety.org/projects.html>

2.1d - Establish a community bike repair workshop with classes in bike maintenance.

Sometimes called bike kitchens or bicycle cooperatives, community bike shops are nonprofit, volunteer-run organizations that offer low-cost and or no-cost services such as bicycle education, do-it-yourself bicycle repairs, and bicycle recycling, often with a special focus on serving youth and low-income communities. Another function of a Glendale bike co-op might be to distribute unclaimed bikes currently held by the Police Department (or collected throughout the community) to people in the community who otherwise would not be able to afford one.



Figure 2-2. Community bike shops are nonprofit, volunteer-run organizations that offer low-cost and or no-cost services.

Normally, a community-run bike workshop provides the tools and supplies needed to do most major or minor repair jobs. Volunteer mechanics are available to provide guidance or instruction. Often, a large supply of used parts is available at low cost. Some shops keep a small stock of basic new parts (tires, tubes, cables, etc.) in most common sizes. They sometimes have complete bikes available for purchase, and almost always have a variety of used bikes and frames that need a little work to make them useful again. A small donation (usually in the neighborhood of \$5.00 to \$7.00 per hour) is generally requested in order to use the facility.

Most community bike shops rely on donations of bike equipment, tools and cash in order to provide these services, however this could become a program offered through Community Services & Parks or Neighborhood Services. The City could also encourage such a program by offering a city-owned building or facility rent-free. Students from the high school technology

training classes might also be encouraged to participate as bike technicians. Bicycle co-ops also tend to complement, rather than compete, with local bike shops. Three of Los Angeles' most popular bike op-ops are located adjacent to thriving bicycle shops.

A community bike repair shop would improve the quality of urban life in Glendale by promoting and facilitating bicycling as a safe, friendly, and healthful alternative to motor-vehicle transportation.

For more information, go to:
www.bicyclekitchen.com
www.bikeoven.com
www.bikerowave.org
www.valleybikery.com/about.html

The image contains two logos. On the left is the 'Los Angeles Bike Oven' logo, which features a shield with a bicycle inside, topped with 'Los Angeles' and a banner at the bottom that says 'Bike Oven'. On the right is the 'Bicycle Kitchen' logo, which is a stylized purple and white graphic of a bicycle with the words 'Bicycle Kitchen' in a script font above it and 'Bici Cocina' in a banner below it.

2.1e - Establish bicycle riding skills classes for novice mountain bike riders.

With over 5,000 acres of publicly owned open space and 39 miles of trails and fire roads in the Verdugos, San Gabriels, and San Rafael Hills, Glendale is a Mecca for mountain bikers from throughout the region. Many Southern California residents have taken up, or will take up, the sport of mountain biking because of the convenience of the local mountains. The Safe and Healthy Streets Plan recommends a basic mountain bike skills clinic in order to ensure the safety of all trail users and improve rider performance.



Figure 2-3. Mountain bike park

The clinic would include a discussion of shared-use etiquette with hikers and equestrians, backcountry preparedness, and simple maintenance tips. Also included would be a discussion and demonstration of proper seated rider position, controlled braking and slow speed technical maneuvering, pedaling cadence/gear use, and proper riding position and technique for climbing and descending. The instruction would focus on safety, balance, efficiency, and control.

Mountain biking skills directly translate to on-road bike handling skills, resulting in more competent, confident cyclists who may be more inclined to use bicycles for transportation as well as recreation. It is also a life-long health-promoting sport enjoyed by people into their seventies and beyond. As with Recommendation 2b (above), the Community Services & Parks Department would be a logical source for providing this type of training. The Concerned Off Road Bicyclists Association (CORBA) and the International Mountain Biking Association (IMBA) would be logical partners to enlist in this effort.

2.2 - Policy: Educate motorists on how to correctly and safely interact with cyclists and pedestrians.

2.2a - Incorporate enhanced bicycle/pedestrian safety training into driving school and driver education programs in Glendale.

Historically in California, Driver Education training has focused its attention on how pedestrians and cyclists should safely interact with motorists, as opposed to how motorists should safely interact with pedestrians and cyclists. For example, the State of California Driving School Instructor Lesson Plan on pedestrian and bicycle safety for motorists is limited to three items:

1. Treat bicyclists the same as cars – they have the same rights;
2. Stay out of bicycle lanes, except when the lane is dotted for making turns; and
3. Beware of bicyclists when opening car doors.

Clearly, motorists need as much education when it comes to sharing the road with pedestrians and cyclists, as pedestrians and cyclists do in sharing the road with motorists. The Safe and Healthy Streets Plan recommends that the City seek to incorporate comprehensive training for motorists who, especially in a City like Glendale, must deal with pedestrians and cyclists on a daily basis. This training, in partnership with public and private schools in Glendale as well as private driver training schools, should include driver responsibilities including knowledge of the vehicle code as it pertains to lane sharing, lane markings, passing, turning, and safe speed limits.

2.2b - Adopt a Council Resolution supporting improved bicycle safety education in the California Department of Motor Vehicles Driver Education and Driving School Instructor Lesson Plans.

Currently in the State of California's 30-hour Driver Education Curriculum contains a unit entitled "Share the Road" which is largely devoted to bicyclist safety, rights, and responsibilities. Inexplicably, however, the State's Driving School Instructor Lesson Plan (the course topics required to become a driving school instructor) is largely silent on the subject. Moreover, the State's Driver Education Lesson Plan (the course topics required for an approved driver education program) contains units on Pedestrian Safety and Motorcycle Safety, but ignores Bicycle Safety altogether. Clearly, a well-informed Driver Education program and Driving School Instructor program should include both pedestrian and bicycle safety

The Safe and Healthy Streets Plan recommends that the Glendale City Council adopt a resolution asking the Department of Motor Vehicles to include comprehensive pedestrian and bicycle safety elements in the lesson plans for both the Driving School Instructor program and Driver Education program and that, at a minimum, these programs be consistent with the State's Driver Education Curriculum.

For additional information, go to:

http://www.dmv.ca.gov/pubs/curriculum/top_toc.htm

<http://www.dmv.ca.gov/forms/ol/ol235.pdf>

<http://www.dmv.ca.gov/forms/ol/ol236.pdf>

2.2c - Launch a motorist education campaign focused on speeding, aggressive behavior, and cell phone use.

In an effort to reduce collisions involving motorists and cyclists or pedestrians, the common practice has been to provide safety education to the victims of those collisions – namely cyclists and pedestrians. Rarely is training provided to motorists. In an effort to rectify this situation, and recognizing that the motorist has, at the very least, an equal responsibility in preventing collisions with cyclists and pedestrians, a motorist education program should be established.

Motorists are probably the most difficult group to reach with pedestrian and bicyclist education. Existing motorist-oriented programs typically reach their intended audience only at specific points. Some amount of pedestrian and bicyclist education is distributed during driver education courses, driver licensing exams and traffic schools for violators. While these methods can be improved upon, for most motorists, these events will only occur once every several years.

Unlike teens or adults who are interested in bicycle safety and would be inclined to take a class if one were offered, or school students who are, in effect, a captive audience, there is no natural place where motorists convene to learn about sharing the road with pedestrians and cyclists. For that reason, public awareness campaigns are probably the most useful method of educating motorists about their responsibilities in safely sharing the road with pedestrians and cyclists. Media campaigns including bumper stickers and banners can be developed. Community events and family activities can be useful in raising awareness of bicycle/motorist safety. Advertising space in newspapers, on GTV-6, on Glendale Bee-Line buses and bus shelters, and flyers mailed in utility bills can also be useful. City departments such as the Police



Figure 2-4. Motorist education campaign

Department and Public Works Traffic and Transportation, as well as community organizations such as the Los Angeles County Bicycle Coalition, would be logical choices to collaborate on motorist safety campaigns.

A perfect example of a motorist focused program is the City of Glendale’s “Driven 2 Distraction” campaign, launched at the end of 2010 and aimed at reducing the number of pedestrian-involved traffic incidents on local roadways. This campaign focuses on both pedestrians and drivers in an effort to bring home the message that always staying focused while behind the wheel or crossing the street will save lives. Glendale’s Driven 2 Distraction campaign targets drivers, reminding them that texting, applying makeup, changing a CD and/or disciplining children in the back seat while driving are not worth a life that could be lost from driver distraction. It also targets pedestrians, reminding them to remain vigilant while crossing the street, even in a crosswalk, where they should always ‘Look to Live’ in order to stay safe on Glendale City streets. The campaigns will be available in several languages so as to communicate with Glendale’s diverse population.

Another example of this type of program can be found in New York City’s “Look” program. For more information go to:
http://www.nyc.gov/html/look/html/about/about_us_text.shtml

2.3 - Policy: Publish and broadcast information regarding proper pedestrian and bicyclist safety and make this information readily available throughout the Glendale community.

2.3a - Provide free pedestrian and bicyclist maps, with safety information printed on back of the maps.

Glendale residents, like those throughout the country, make 60 percent of trips under one mile by driving. Many of these short trips could be made on foot or by bicycle. It takes just 10 minutes to walk a half mile and only 3 minutes to ride that distance on a bicycle – at a moderate speed. Walking to the market, library, or park is a great way for residents to get to know their neighborhoods and support their local business community. Walking and cycling maps can encourage residents to forego the use of their automobiles and instead walk or ride when making these short trips.



Figure 2-5. Bicycle map example, Long Beach

Bicycle map features would include:

- Bicycle paths, bike lanes, shared roadways, and difficult connections for bikes
- Off-street paths and trails through some of Glendale's open space areas
- Transit information including Metro and Bee-Line routes and stops
- Community assets such as parks, schools, libraries, post offices, and shopping areas
- Safety information including the rights and responsibilities of both cyclists and motorists.
- Safe Routes to School routes for each participating elementary school

Pedestrian map features would include:

- Many of the same elements as bike maps (with the exception of bike lanes, etc.)
- Favorite neighborhood walks featuring areas of particular beauty or historic interest
- Safety tips such as crossing at the corner and using the crosswalk, walking against traffic on roads with no sidewalks, watching for turning vehicles, establishing eye contact with drivers and cyclists
- Safe Routes to School routes for each participating elementary school

Walking and bicycling maps are the ideal place for safety tips since the information is literally in the hands of the target audience. Both maps could be made available on-line as well as through printed copies. Printed copies could be distributed to students at public and private schools in Glendale, as well as Glendale College.

The Community Services & Parks Department has already expressed an interest in producing these maps, based on the updated maps that will become part of the new Bicycle Master Plan.

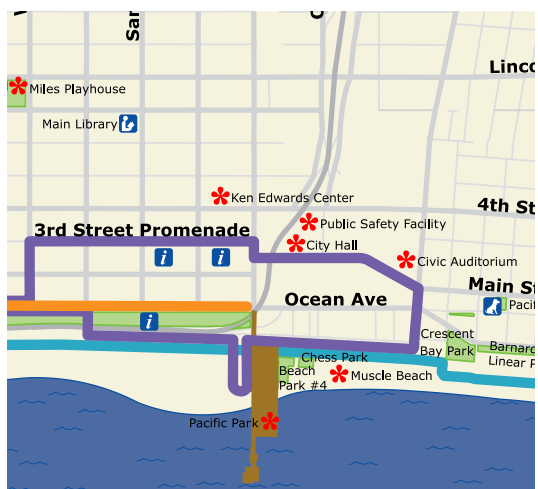


Figure 2-6. Walking map example, Santa Monica

For examples of excellent walking and bicycling maps from Santa Monica and Long Beach, go to:

http://www01.smgov.net/comm_progs/active_living/walksm/walkmaps.htm

<http://bikelongbeach.org/Maps/Default.aspx>

2.3b - Launch and maintain a City website with bicycle/pedestrian safety info, maps, and resources.

In the age of the Internet, having a website is as important as having a phone number. The City of Glendale Pedestrian/Bicycle website will provide residents and other users from throughout the region with access to safety information, walking and cycling maps, and other resources 24 hours a day, 365 days a year.

Thanks to search engines, anyone interested in walking or riding in Glendale will be able to find information in a matter of seconds, no matter where they are. They can download and print anything that appears on the screen, including walking and riding maps, thus providing the City with savings on printing. Moreover, maps, safety tips, and other information can be updated whenever needed at very little cost, while the same kind of update for a hard copy document would render the previous version obsolete.

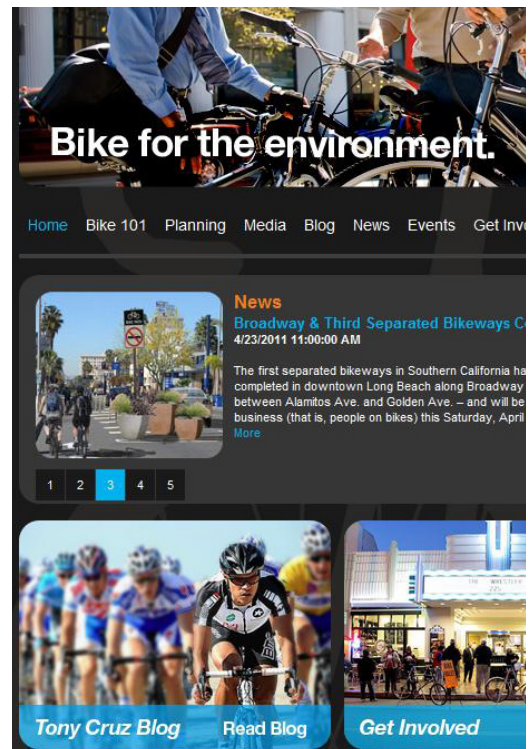


Figure 2-7. Website example, Long Beach

A web site can help the City to reach very specialized markets because of the sheer volume of Internet users. The interactivity of the Internet also offers a great opportunity for discussion where website visitors can pose questions about cycling or walking in Glendale and receive replies from those with first-hand experience.

2.3c - Formulate public/private partnerships for safety/education campaigns for cyclists, pedestrians & drivers (public service announcements, brochures, events).

Safety/Education campaigns for cyclists, pedestrians, and drivers can be promoted through a variety of public and private sources. Public resources include Glendale's "City Views" magazine, published quarterly by Glendale's Public Information Office and mailed to more than 88,000 residential and commercial addresses in the City; and "Leisure Guide", published quarterly by the Community Services & Parks Department with 18,000 copies mailed to subscribers and placed in all city offices, libraries, community centers, and park facilities.

Information can appear on the City's website at www.ci.glendale.ca.us which receives over a million visits per year. Promotion can also take place on GTV-6, the City's Emmy Award-winning government access cable channel viewed on Charter Communications Channel 6 in Glendale and La Crescenta and streaming online. KABC-TV, located in Glendale, might also be called

upon to provide public services announcements.

At the same time, campaigns can be launched through the private sector including such organizations as the Glendale Transportation Management Associates (TMA), the Downtown Glendale Merchants Association, the Brand Boulevard Auto Dealers Association, the Glendale Galleria, the Americana at Brand, as well as large employers such as Disney, Dreamworks, Nestle, IHOP, and others.

2.3d - Print a Glendale edition of *Bicycling Street Smarts* bike safety booklet to be made available through local shops, parks, libraries, city offices, the Police Department, etc.

Bicycling Street Smarts is a compact booklet that describes the nuts and bolts of safe and legal on-road cycling including lane-positioning, navigating intersections, expert control of brakes and steering, emergency maneuvers, and dealing with difficult situations. By learning correct on-road riding techniques and mastering control of the bicycle, any cyclist from beginner to expert will enjoy increased confidence and safety while riding any road. Covered topics include Where to Ride on the Road, Riding through Intersections, Steer out of Trouble, Using Your Brakes, Riding in Groups, Riding in Rain and Darkness, and Ways to Deal with Tough Situations.

One of the unique features of *Bicycling Street Smarts* is the ability to customize it to a particular State or City. States like Arizona, Ohio, Pennsylvania, and California utilize custom versions. New custom versions, available in large quantities, can be created with content tailored for the City of Glendale to include relevant Municipal Codes.

The City's bicycle website can also include a link to the online version of *Bicycling Street Smarts*.



For more information, go to: <http://www.bikexpert.com/streetsmarts/usa/index.htm>

2.4 - Policy: Continue ongoing bicyclist and pedestrian education for City Staff through free or paid webinars.

The success or failure of creating safe and healthy streets for pedestrians and cyclists rests with City Staff, particularly those in the Public Works Traffic and Transportation, and Engineering Sections. In order to design and construct the latest concepts in pedestrian and bicycle safety, Staff should be encouraged to continue attending ongoing bicyclist and pedestrian training seminars and webinars.



Figure 2-8. Educational site visit to Berkeley, CA

One simple and cost-effective method is through the use of informal webinars, often held at lunch time. These webinars are free or low-cost, are generally provided by professional organizations such as the Association of Pedestrian and Bicycle Professionals, and focus on numerous topics of importance such as intersection design, bicycle boulevards, or other innovative design elements. Members of Community Services & Parks and Neighborhood Services should also be made aware of these educational opportunities.

Additional resources for free or low-cost webinars include the Pedestrian and Bicycle Information Center, the Safe Routes to School National Partnership, and America Walks.

For more information go to:

<http://www.bicyclinginfo.org/>

<http://www.saferoutespartnership.org/>

<http://www.americawalks.org/>



ENCOURAGEMENT

3



Goal: Encourage the Glendale community to walk or ride a bike for recreation, transportation and health.

Encouragement strategies are about having fun. They are designed to generate excitement and interest in walking and bicycling. Special events like Ciclovias, History Rides, and Bike to Work Day/Month, and ongoing activities like Bike Trains and Walking Wednesdays, all provide ways for parents and children to discover, or re-discover, that walking and bicycling are safe as well as enjoyable.

Encouragement is one of the principal strategies used to increase the number of children who walk and bicycle to school safely. Encouragement activities build interest and enthusiasm which can buoy support for changes that might require more time and resources.

In general, encouragement activities should require minimal funding and be easily organized by parents, students, teachers, or volunteers. They should focus on fun and enjoyment, and show quick success which generates enthusiasm for other strategies that may require a greater investment of time and resources.

3.1 - Policy: Establish programs and partnerships that will encourage the Glendale community to walk or ride a bike for recreation and transportation.

3.1a - Establish City-organized rides and walks, including those that may include periodic street closures.

Ciclovía

Ciclovía, a Spanish term meaning “Bike Path,” is a closed street or series of streets that are used exclusively for biking, walking, and other similar activities. Perhaps the most famous Ciclovía in the world is in Bogotá, Colombia where every Sunday and holiday from 7 a.m. to 2 p.m. more than 70 miles of city streets are closed to automobiles, but open to cyclists, pedestrians, skaters, and other non-motorized forms of transportation. As many as 1.5 million residents come out to enjoy the safety, community, and exercise opportunities that a seemingly car-free city allows.



Figure 3-1. CicLAvia April, 2011

Several cities in the United States are testing the Ciclovía idea. In 2008, New York launched its “Summer Streets” program. Portland currently offers a “Sunday Parkways” program and Chicago, Baltimore and San Francisco have launched similar programs. On October 10, 2010 the City of Los Angeles held its first closed street event, called “CicLAvia” with an estimated 60,000 people riding and walking the route from East Hollywood through downtown Los Angeles to Boyle Heights. The Los Angeles CicLAvia was organized by a coalition of individuals and organizations including Bikes Belong Coalition, Los Angeles County Bicycle Coalition, Green L.A., the Bike Kitchen, and the Office of the Mayor of Los Angeles. During the Safe and Healthy Streets community meetings held in the Fall of 2009, the idea of a “closed street event” was heard repeatedly.

History Walk/Ride (other themed walks/rides)

Glendale’s first History Ride was held in 2009 as the result of the PLACE grant and was co-sponsored by the Community Services & Parks Department, the Los Angeles County Bicycle Coalition, and the Glendale Historical Society. The ride was an overwhelming success with over 65 riders cruising to sites including the Grand Central Airport terminal, Brand Park, and the Alex Theater. Novice Riders feel much more secure in a large group and the widespread participation proved that there is a large audience for riding activities that are safe and fun. Building on that success, an equally successful History Walk soon followed, with a Historic Neighborhoods Ride and a Historic Parks Ride taking place in May 2010.



Figure 3–2. Glendale history ride April, 2009

Other commonly held walks and rides can be based on various themes, from costume rides where participants dress as cowboys or pirates, to rides or walks based on sampling cuisine. For example, in September 2005 Glendale played host to an LACBC Ice Cream ride in which cyclists traveled to various ice cream shops in the city and sampled the wares at each one.

Group rides are designed as family activities in which riders get to know people in their neighborhoods, benefit from some exercise, and have a great deal of fun. Group rides are often the best way to motivate people to ride a bike and they can lead to more frequent individual riding for many participants. The rides are generally held at a moderate pace through mostly flat terrain.

3.1b - Create novice mountain bike trails and a mountain bike skills park.

The hills and mountains surrounding Glendale are popular mountain biking destinations, however many of the existing trails are challenging for the novice rider. To encourage and enable mountain biking for novice riders, this plan recommends creating novice trails and a mountain bike skills park. Novice trails would feature less challenging terrain and grades that are not as steep as existing trails. A mountain bike skills park would include features such as “pump tracks” (dirt tracks that enable riders to propel themselves without pedaling) and other features that would improve the balance and bike handling skills needed for mountain biking.



Figure 3-3. The hills surrounding Glendale are popular mountain biking destinations.

A preliminary review of potential sites for a Mountain Bike Skills Park in Glendale was conducted in the fall of 2009 by Community Services & Parks Department staff, members of the Concerned Off-Road Bicyclists Association (CORBA), and members of the Los Angeles County Bicycle Coalition. The construction and maintenance of novice trails and a skills park can be aided by groups such as the CORBA, the International Mountain Biking Association (IMBA), and private firms that specialize in trail building and mountain bike skills parks. Mountain bike skills classes could potentially be offered through the City's Community Services & Parks Department to help Glendale residents take full advantage of these facilities.



Figure 3-4. Mountain bike skills park

3.1c - Adopt City-sponsored ongoing promotions.

Bike to Work Day/Bike to Work Month

Usually celebrated during the third week in May, Bike-to-Work Day is an annual event in the United States and Canada that promotes the bicycle as an option for commuting to work. Leading up to Bike-to-Work Day, national, regional, and local bicycle advocacy groups encourage people to try bicycle commuting as a healthy and safe alternative to driving by providing route information and tips for new bicycle commuters. On Bike-to-Work Day, these groups often organize bicycle-related events, and in some areas, "pit stops" with refreshments and giveaways along bicycle routes.



Figure 3-5. Bike Month Proclamation April, 2010

Bike-to-Work Day was originated by the League of American Bicyclists in 1956 and is a part of Bike-to-Work Week, which is in turn part of National Bike Month. For roughly the last ten years, the event has been held in Glendale and in 2009 and 2010, the City held successful Bike-to-Work day events in connection with the Safe and Healthy Streets program. In 2010 the City had five "pit stops" including one in front of City Hall. Over 50 bicycle commuters were counted on the morning of Bike to Work Day 2010 and the City Council proclaimed May to be Bicycle Month in Glendale.

Car Free Fridays

Internationally recognized, Car Free Fridays are designed to get more people on bikes and on foot while at the same time highlighting the global and personal benefits of walking, riding a bicycle, or using public transit. Choosing to commute by bicycle or on foot, even on occasion, can have immediate positive results on residents' health and finances, not to mention the environment. For example, according to a recent study in the *Journal of American Health*, countries in Europe with the highest levels of biking and walking had the lowest obesity rates. World Car Free Day is celebrated every September 22nd around the globe.



Figure 3-6. A Car Free Friday in Los Angeles

For more information go to: <http://www.worldcarfree.net/wcfd/>

Car Free Fridays in some cities, such as Long Beach, have included promotions where participants receive lunchtime discounts of up to 20% at local restaurants. Participants need only show a bike helmet, a bike lock key, or a transit ticket to take advantage of the discounts. Some cities hold Car Free Fridays once a month, others have them every Friday. In either case, the idea is to encourage residents to leave their cars at home, at least once in a while, for the greater public good.

The City can promote “Car Free Fridays” in conjunction with its Rideshare Thursday promotions as part of its Transportation Demand Management (TDM) program which is designed to promote alternatives to the single occupant vehicle in order to reduce traffic congestion and improve air quality by maximizing the use of the existing transportation infrastructure

Walking Wednesdays

Similar to Car Free Fridays, Walking Wednesdays emphasize walking over motorized transportation for trips to work, to school, or for shopping – literally anywhere a resident might otherwise take a car. Walking Wednesdays also seek to promote the benefits of walking, even if it's just through the neighborhood or around the block.

It's well known that walking can help lower blood pressure, reduce risk of diabetes, manage weight, improve mood, reduce anxiety, increase energy, promote better sleep, improve self esteem, and provide an opportunity to socialize actively with neighbors, friends, and family. Walking Wednesday promotions seek to encourage this healthful activity citywide. The Safe and Healthy Streets Plan also recommends Walking Wednesdays to be promoted in the schools (see 3.1d *Walking Wednesdays*).



Figure 3-7. Walking Wednesday, R.D. White Elementary, Glendale

3.1d – Maintain and expand partnerships with all schools in Glendale to support/promote Safe Routes to School programs.

Safe Routes to School (SRTS) began in Denmark during the 1970s over concern for the safety of school children walking and bicycling to school. The SRTS concept spread internationally, with programs developing in other parts of Europe, Australia, New Zealand, Canada and the United States. The first U.S. program was started in New York in 1997. In August of 2000, the U.S. Congress funded two pilot SRTS projects through the National Highway Traffic Safety Administration. Within a year of the launch of these projects, many other grassroots SRTS efforts began throughout the United States.

SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. For communities concerned about traffic jams, unsafe walking conditions, physically inactive lifestyles and overall quality of life, SRTS programs can be an effective starting point for tackling these issues.



Eligible Project Components include:

- Pedestrian facilities – including new sidewalks, sidewalk widening, sidewalk gap closures, curbs, gutters, and curb ramps.
- Traffic calming – including roundabout, bulb-outs, speed humps, raised crosswalks median refuges, narrowed traffic lanes, lane reductions, and other speed reduction techniques.
- Traffic control devices – including new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and all other pedestrian and bicycle-related traffic control devices.
- Bicycle facilities – including new or upgraded bikeways, trails, paths, geometric improvements, shoulder widening, and bicycle parking facilities, racks and lockers.
- Public Outreach and Education/Encouragement/Enforcement – including installing bicycle racks/lockers on school grounds, preparing and distributing safety and health awareness materials, coordinating “walking school bus” efforts, developing education programs for school personnel, students, parents, and other stakeholders.

The City of Glendale Public Works Traffic & Transportation Division has designed a Safe Routes to School Plan whose purpose is to develop funding strategies for state and federal grants to improve the safety for K-12 students who walk to school. The City realizes that the successful development of the plan and its implementation is only possible through a cooperative effort between the City, the Glendale Unified School District, and other stakeholders involved in the safety of school children. Therefore, the City has invited GUSD to join them in this venture.

In 2009, the City applied for and received SRTS funding for safety-related improvements at Balboa Elementary School, Columbus Elementary School, Dunsmore Elementary School, R.D. White Elementary School, Verdugo Woodlands Elementary School, and Wilson Middle School.

In 2010, the City applied for and received SRTS funding for safety-related improvements at Glenoaks Elementary School, Edison Elementary School, Lincoln elementary School, Horace Mann Elementary School, John Marshall Elementary school, and John Muir Elementary School.

For more information on the funding received through SRTS programs, please see the Federal Safe Routes to School (SRTS) and State Safe Routes to School (SR2S) sections in Chapter 8, Policy 8.1.

International Walk to School Day

International Walk to School Day is part of International Walk to School Month which takes place worldwide in October to raise awareness about the positive ways walking and bicycling to school can benefit children and communities. Started in 1994 with a few schools in England, last year's event involved millions of children, parents, and community leaders from more than 40 countries around the world including the United States, Mexico, South Korea, India and Great Britain.

Communities can choose to celebrate for a day, a week, once a week or the entire month as part of International Walk to School Month. In the U.S. the focus remains on Walk to School Day with support for communities that choose to celebrate using the timeframe that is right for their interests and resources. Some cities also promote Bike to School Day, sometimes held on the Friday after Bike to Work Day.

The event can be as simple as encouraging children and parents to walk to school together. Some communities choose a remote meeting place so that all families walk together parade-style. Upon arrival at the school, refreshments are sometimes provided along with a press conference or assembly, and greetings from elected officials. Such events are also an ideal time to launch a City-wide Public Service Announcement campaign focused on pedestrian safety, speeding, and distracted driving.

In 2009, the parents at R.D. White Elementary School planned and conducted an International Walk to School Day event. With support from GUSD and the City, over 600 students and their parents participated. In 2010, R.D. White parents, with additional support from GUSD and the City, increased community awareness and expanded participation to include seventeen schools



Figure 3-8. International Walk to School Day at R.D. White Elementary, October 2010

across the District making Glendale one of the leading “Walk to School Day” communities in Southern California. R.D. White once again led the way with students carrying signs including one that read “Be Cool, Walk to School”, and were handed silver stars on which they could write their names and add to a walk of fame around the campus flag pole. The front entrance of R.D. White included a red carpet and velvet ropes, further adding to the students’ star treatment.

Bike to School Day

Sometimes held in conjunction with International Walk to School Day, Bike to School Day is designed to encourage students and their families to safely try out riding to school on one day during the school year. Its goal is to raise awareness about the health and environmental benefits of bicycling to school and to encourage bicycle safety education. According to a study done in 2008 entitled *Safe Routes to School: Steps to a Greener Future*, if the number of students who walked and rode a bike to school was restored to 1969 levels, our nation would cut 3.2 billion vehicle miles, 1.5 million tons of CO₂, and 89,000 tons of pollutants annually. This would be the equivalent of keeping more the 250,000 cars off the road for a year.



Figure 3–9. Students’ bikes at R.D. White Elementary, bike to school day

For 2010 in Los Angeles County, Metro established Bike to School Day as the Friday after Bike to Work Day.

Walking School Buses

Changing the behaviors of children and parents require creative solutions that are safe and fun. In the search for ways to make walking to school safer, more fun and more convenient, communities are finding that walking school buses can make a real difference. Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school. Providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school.

A Walking School Bus is a group of children who walk to school together with one or more adults. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers. It is generally recommended to have one adult for every six children, but with younger children (ages 4 to 6) a ratio of one adult for every three children is recommended. With older children (ages 10 and up), the ratio may be larger.

When beginning a walking school bus, it's important to remember that the program can always grow. It often makes sense to start with a small bus and see how it works. A single neighborhood that has a group of parents and children who are interested is the best way to start. Walking School Buses are like a carpool—without the car—with the added benefits of exercise and visits with friends and neighbors.

The California State PTA encourages Walking School Buses as shown in this current attachment to their website:

http://www.capta.org/sections/communication/downloads/communicator-2009-10/10_WalkToSchool2009.pdf

Bike Trains

A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school. For communities that want to encourage bicycling to school, a Bike Train offers a safe, fun way to ride as a group. Because of the equipment involved and the potential need to ride on a road, planning and conducting a Bike Train is more involved than that of a walking school bus.

Basic considerations include:

- Bike Trains are best suited for older elementary or middle school children.
- All riders must wear bicycle helmets.
- Before starting the program, children should be provided with practice and training on bicycle handling and rules of the road.
- More adult supervision is needed than for walking. One adult for every three to six children is recommended

Walking Wednesdays

Whatever name a school gives to the program, the idea is to designate one day per month or one day per week as a Walk to School Day. Many schools implement Walking Wednesdays right after International Walk to School Day in October. Families do not need to make a commitment to walk every day, just on specified walk to school days. This gives them the opportunity to slowly break the driving habit and adjust their schedules accordingly. Successful Walking Wednesday programs have led



Figure 3–10. Walking to school at R.D. White Elementary

to community-wide Walking School Buses and reduced traffic congestion around schools.

Walking Wednesday programs are currently under way at R.D. White Elementary, Verdugo Woodlands Elementary, Glenoaks Elementary, John Marshall Elementary, John C. Fremont Elementary, and John Muir Elementary. Similar programs sometimes referred to as “Fit Fridays” or “Car Free Fridays” are also in place at R.D. White, Verdugo Woodlands, Dunsmore Elementary, and Mark Keppel Elementary. Woodrow Wilson Middle School, Rosemont Middle School, Thomas Jefferson Elementary, and Dunsmore Elementary have plans to implement “Walking Wednesday” or “Car Free Friday” programs in 2011.

3.1e - Encourage citywide employee incentives for bicyclists and pedestrians.

The City of Glendale currently offers a \$30 cash incentive to employees who bike to work at least ten days each month and offers \$20 of that benefit tax free as part of the Federal Bicycle Commuter Act. The City should encourage local businesses to offer the same benefit to their employees as well as encourage them to provide their employees with bicycle parking facilities, changing rooms, and showers. The City also offers a cash incentive program for employees who walk to work and should encourage local businesses to offer the same incentive along with showers and changing facilities. More details about bicycle parking and shower/changing facilities can be found in the Engineering chapter, policies 5.2c & 5.4a.



Figure 3-11. Window display sticker promoting benefits for cyclists

ENFORCEMENT

4



Goal: Support enforcement best practices for bicyclist and pedestrian safety.

Enforcement plays an important role in tandem with Education efforts to ensure that motorists, bicyclists and pedestrians interact with each other and the public right of way both safely and legally. This section presents recommendations as part of an ongoing effort to reduce the number of bicyclist and pedestrian related collisions and fatalities as well as support walking and biking as part of a healthy, active lifestyle enjoyed by Glendale residents and visitors alike.

Although enforcement alone cannot ensure the safe and legal behavior of cyclists, pedestrians, and motorists, it plays an important role. During Community meetings for the Safe and Healthy Streets Plan in the fall of 2009, residents frequently expressed concerns about aggressive drivers creating unsafe conditions for pedestrians and cyclists¹. Motorists and media reports often express frustration with pedestrians and cyclists ignoring the rules of the road. All parties seem to want more and better enforcement. This plan seeks to encourage and support targeted enforcement, crash data analysis, routine training to ensure safety, the modification or elimination of municipal codes that hinder walking and biking, and potential resolutions to support safer conditions for bicyclists and pedestrians.

4.1 - Policy: Improve bicyclist and pedestrian safety through targeted enforcement.

4.1a - Report all bicyclist, pedestrian and bike/ped-related automobile crashes resulting in injuries or worse, and report all lower severity crashes, whenever possible. Publish a regular report of bicyclist and pedestrian related crashes compiled from the Statewide Integrated Traffic Records System (SWITRS). Include potential improvement goals and strategies for the future.

Bicyclist and pedestrian crash data is a key component of identifying potentially unsafe behaviors of all road users that can lead to injuries among bicyclists and pedestrians. All crashes involving pedestrians and bicyclists should be documented so they can be reviewed on a regular basis. Reporting all pedestrian and bicyclist related crashes is important not only for improving safety in Glendale, but it will also allow state and federal agencies to review the data and adjust their efforts to improve pedestrian and bicyclist safety.

Compiling and publishing a regular report of crash data would help to clarify and reinforce Enforcement, Education, and Encouragement efforts to help improve bicyclist and pedestrian safety in Glendale. The Los Angeles County Department of Public Health's Injury and Violence Prevention Program can compile bicyclist and pedestrian collision data for the City of Glendale. The data would be compiled from the Statewide Integrated Traffic Records System (SWITRS) which collects its information from Police reports throughout the state. The crash data could be compiled for the City free of charge so that City staff resources and funds are not required. The review and release of the crash data could be accomplished collaboratively by the Glendale Police Department, Public Works Traffic & Transportation Division, the Pedestrian and Bicyclist

¹ Safe and Healthy Streets Community Outreach Meetings 2009, Appendix

Technical Advisory Team and/or the Pedestrian and Bicyclist Coordinator. The data can also be shared with the TPC Pedestrian and Bicyclist Advisory Committee to help guide any recommendations it might make regarding Education, Encouragement, or Enforcement. The regular reports should include comparison with previous years' data and include specific goals for improvement.

As part of the Traffic & Transportation Division's development of the Citywide Traffic Safety Collision Analysis Program, City staff, in cooperation with the Cal Poly Pomona School of Civil Engineering, will develop a collision data base to analyze collision patterns in the City. This data will be used to assist in the development of mitigation strategies.

4.1b – Continue to place a high priority on enforcement of motorist, bicyclist, and pedestrian violations that most frequently cause injuries and fatalities among bicyclists and pedestrians.

Once crash data is compiled and the regular report is published, Glendale Police can focus enforcement efforts on problem locations (if any) and the most common violations that frequently cause injuries and fatalities among bicyclists and pedestrians. Glendale Police can also inform the public of problem locations and behaviors through the TPC Pedestrian and Bicyclist Advisory Committee, the City website, GTV6, the APB e-mail alerts, the Police Department newsletter, through local advocacy groups and bike clubs, and other public venues. By informing the Advisory Committee of the most common violations and the worst locations, Glendale Police can also work with the Advisory Committee to help develop additional strategies, such as targeted education campaigns, that will supplement enforcement efforts. If there are any physical hazards to be addressed, Public Works Traffic and Transportation can prioritize funds to redesign or mitigate those hazards.

4.1c - Create a simple pocket guide of bicycle/pedestrian laws for Glendale.

A pocket-sized, portable list of key laws related to bicyclists and pedestrians could serve as a helpful reference to ensure everyone is familiar with the rules of the road. The list would contain key vehicle codes for the state as well as important municipal codes. The "Bicycle Rules and Regulations" pocket guide for the City of Los Angeles could serve as a good example for a similar guide to be printed and distributed in the City of Glendale. This plan recommends separate pedestrian and bicyclist guides. Each guide should be made available in English, Spanish, Armenian, and Korean. Initially these pocket guides could be placed online for residents to view or print for their own use. Eventually, hard-

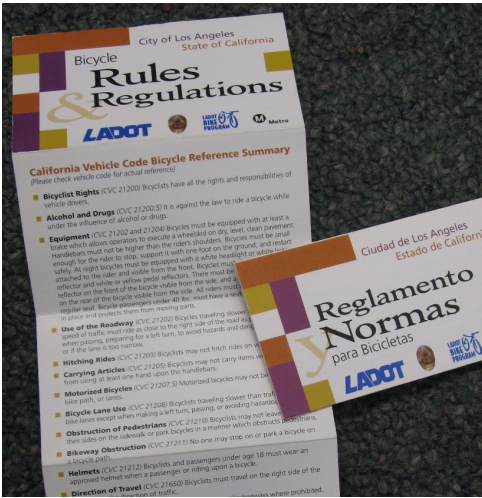


Figure 4-1. Pocket guide that includes California and City of Los Angeles bicycle laws

copy versions could be printed. Distribution of the guides could be accomplished through libraries, parks, bike shops, schools, the Police Department, the DMV, community groups, churches, etc. Cost would depend upon the quantity and format of the guides and funding could potentially come from private grants offered by Bikes Belong or similar advocacy groups as well as other funding sources listed in Chapter 8 of this plan.

4.1d - Approve the bicycle law enforcement training program contained in the National Highway Traffic Safety Administration (NHTSA) CD-ROM “Enhancing Bicycle Safety: Law Enforcement’s Role” as part of Glendale Police Department’s ongoing voluntary training.

While cyclists in California have the same rights and responsibilities as motor vehicle drivers, the proper “bicycle driving” practices are not widely understood. There are some special conditions for bicyclists in the vehicle code that are important to know. Familiarity with bicycle related vehicle codes and safety standards, as well as the most common crash types involving cyclists and motor vehicles will help law enforcement officers to better identify dangerous or illegal behaviors of motorists and cyclists that ultimately put cyclists at greater risk. Topics covered by the NHTSA program include: Understanding Bicycle Crashes; Applying Traffic Laws to Cyclists; Specific Laws for Cyclists; Enforcement Techniques and; Crash Investigation and Reporting. The CD-ROM is available for free from NHTSA and is designed to be self-guided using a computer. Currently, the California Commission on Peace Officer Standards and Training (POST) does not offer or endorse training related to bicycling and the law. POST approval is necessary for training costs to be reimbursed by the State of California. Approval of this policy implies recognition of the NHTSA based training program as valid but voluntary.



Figure 4–2. Voluntary training program on CD-ROM

4.1e – Adopt the National Highway Traffic Safety Administration (NHTSA) videos “Enforcing Laws for Pedestrians” and “Enforcing Laws for Bicyclists”

Glendale Police have a daily roll call line-up that allows for brief training sessions (no more than 15 minutes). The NHTSA videos “Enforcing Laws for Pedestrian Safety” and “Enforcing Laws for Bicycle Safety” were designed specifically for roll call and can help provide ongoing refresher information regarding the enforcement of the law for bicyclists and pedestrians. The videos are available on DVD free of charge and are completely self-contained. The Safe and Healthy Streets Plan recommends the adoption and use of these

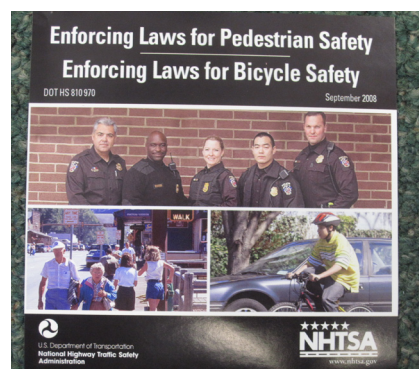


Figure 4–3. NHTSA videos can be incorporated into training sessions

videos as part of Glendale Police’s ongoing training program. Additionally, Glendale Police have training days for its officers (roughly 3 or 4 per year). This policy recommends that the police department consider incorporating these videos, combined with additional, Glendale specific information, to create a bicyclist and pedestrian enforcement module for these training days on an as needed basis. The creation of this module would be a voluntary, collaborative effort of at least one Glendale Police officer, the Pedestrian and Bicyclist Technical Advisory Team, and the Pedestrian and Bicyclist Coordinator. Updates to the content of the module could incorporate information gathered from regular reviews of SWITRS crash data and community feedback provided through the TPC Pedestrian and Bicyclist Advisory Committee.

4.1f - Produce bicycle/pedestrian information/education videos for Police officers and for the public.

Video instruction, particularly online or via computer programs or CD/DVD, provides the ability to reach a larger audience and to reach those we wish to instruct at a time and place that is convenient for the individual. There are numerous examples of such videos that the City of Glendale could use as examples for creating its own. Videos that are targeted for law enforcement officers, such as the cycling videos produced in Chicago and San Francisco would clarify vehicle code violations commonly committed by motorists that endanger cyclists, as well as violations made by cyclists that endanger themselves. Videos targeted at the public could educate motorists, pedestrians, and cyclists about the most common vehicle code violations they can avoid to stay safe, avoid collisions, and avoid being issued a citation. These videos could be shown regularly on GTV6, made available on the City’s website, incorporated into traffic safety schools and driver training programs, and potentially shown to students in cooperation with GUSD. The videos could be produced by GTV6 or with assistance from local production facilities such as KABC. Creating the videos proposed by this plan would require considerable resources and funding to accomplish and should be considered secondary to efforts such as pocket guides (Policy 4.1c), maps with safety information (Policy 2.3a), website pages with pedestrian and bicyclist information (Policy 2.3b), and education classes and campaigns.



Figure 4–4. Chicago Police Department training video

4.1g – Establish a distribution program for bicycle lights and helmets.

In the state of California, a white headlight is required for bicyclists riding at night and helmets are required for cyclists under the age of 18. Riding without a headlight is a common cause of crashes and riding without a helmet can lead to severe head injuries resulting from crashes. As a possible alternative to issuing citations to cyclists for violations involving lights and helmets, this plan recommends establishing bike light and helmet distribution programs to help ensure the use of these life-saving devices. Distribution of lights and helmets could be accomplished through the Police



Figure 4-5. Helmet fitting and distribution at R.D. White Elementary

Department and Fire Department, as part of Encouragement events like organized rides or Bike to Work Day, and as part of Education classes or bike safety checks. Similar to the City's child safety seat program, funding for bicycle light and helmet distribution could be the result of collaboration with community groups such as Kiwanis and Rotary, local advocacy groups and bike clubs, or with public and private grants as outlined in Chapter 8 of this plan.

4.2 - Policy: Modify or eliminate existing ordinances or requirements that hinder bicycling and walking.

4.2a - Modify Glendale Municipal Code 10.64.025 regarding bicycle riding on sidewalks.

The California Vehicle Code is commonly referenced to prohibit bicycling on sidewalks. The vehicle code does not regulate sidewalk riding at all. In fact, the vehicle code only states that each jurisdiction can decide if it wishes to allow or prohibit sidewalk riding. California Vehicle Code 21206 states "This chapter does not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the provisions of this code." Some cities, such as Santa Monica, ban sidewalk riding completely. Other jurisdictions, such as the City of Los Angeles, allow it as long as cyclists don't ride in a manner that endangers pedestrians, who always have the right of way on sidewalks in California.

The City of Glendale's Municipal Code 10.64.025 currently prohibits sidewalk riding in business districts. "No person shall ride or operate a bicycle upon any public sidewalk in any business district within the city except where such sidewalk is officially designated as part of an established bicycle route." The existing law lends itself to confusion, as there are no specific boundaries in Glendale that outline where a business district begins or ends and most people are not familiar with the default definition of a business district as defined by the vehicle code.

It also fails to address the needs of inexperienced or young riders who may wish to ride to a business destination.

California Vehicle Code Section 240 determines if a roadway is in a business or residential district. CVC Section 240 part C reads, "All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures." This determination means that neighborhoods with multi-family dwellings are considered business districts. This makes the current Glendale Municipal Code even more problematic since it opens sidewalk riders to citation and potential legal problems when riding in such areas.

If we wish to encourage cycling among the City's next generation and those who are new to bicycling or hesitant to ride in the street, a careful revision of the City's sidewalk riding municipal code is important. A revised code should provide clarity, and balance the concerns for the safety of pedestrians as well as address valid reasons why some in our community might choose to ride on the sidewalk. Education regarding the specific risks that come with sidewalk riding should also be emphasized in the education and safety materials and classes in chapter 2 of this plan. The Safe and Healthy Streets Plan recommends a revised municipal code with the following considerations:

- Emphasize that pedestrians have the right of way on sidewalks and that bicyclists must always yield to pedestrians.
- Potentially include specific streets or business districts where pedestrian volumes are high and sidewalk riding should be banned. Propose signage for these locations to clearly indicate that sidewalk riding is not allowed.
- Clarify the definition of a business district based on zoning codes instead of the vehicle code (if this is not in conflict with the vehicle code).
- Include a provision that explicitly allows for sidewalk riding in areas that are residential in character.
- Emphasize that sidewalk riding must always be done at a slow speed.
- Consider including language that would require bicyclists on the sidewalk to ride in the same direction as the adjacent vehicle lane to help prevent crashes at driveways and intersections. (See West Hollywood municipal code 15.53.010).
- Include a reference to CA Vehicle code 21804 that bicyclists on the sidewalk must stop and yield to traffic before entering the roadway or crossing the street.
- Consider banning sidewalk riding completely.

City of West Hollywood Municipal Code 15.53.010

"It is unlawful for any person to ride or operate a bicycle on or over any sidewalk or part of a sidewalk in the city when there is a designated bicycle lane in the adjoining street. Where there is no designated bicycle lane in the street, bicycle riders riding or operating a bicycle on the sidewalk shall travel in the same direction as traffic in the adjoining lane of traffic, shall yield to pedestrians and shall not ride in a wanton or reckless manner as to endanger any person or property."

4.2b - Eliminate mandatory bicycle licensing requirements, Glendale Municipal Code 10.60.010-100.

More accurately described as bicycle registration requirements (cyclists are not required to have a license to ride a bike), such programs were originally implemented to aid in the recovery of stolen bicycles. These programs have proven to be largely ineffective and have typically been ignored for years. Many jurisdictions, including Los Angeles, Seattle, New York City, Portland, and Tucson have recently repealed city ordinances requiring bicycle registration. Commonly cited reasons for repealing such laws include:

- Administrative costs are too high
- Can deter some people from cycling
- Ineffective for theft recovery
- Create potential for Police harassment of cyclists

Although voluntary, paid bicycle registration services exist, Glendale Police can reference the serial number stamped on all bicycles to help recover a stolen bike if the original owner records that number and provides it when reporting the bicycle stolen. If the bike is recovered, Glendale Police can use a law enforcement data communication system called the Justice Data Interface Controller (JDIC) to identify the bicycle based on the serial number. The Glendale Police already utilize the JDIC on a regular basis. Using it to recover stolen bicycles would not represent significant additional expense, but does require bicycle owners to record the serial number on their bikes.

This plan recommends a voluntary registration program in which a registration form (PDF format) is made available on the City and Police websites that can be downloaded and printed by bicycle owners. The registration form would ask for basic information such as name, address, etc. as well as the serial number and description of the bicycle. Bicycle owners would keep the form along with a photo of the bicycle. In the event of theft, the owner would then take the form and photo to the Police department when filing a Police report. The Glendale Police could then utilize the information and the JDIC to help with potential recovery of the stolen bike. The registration form could also be made available through local bike shops, libraries, parks, schools, during Encouragement events such as organized rides or Bike to Work Day, in partnership with local advocacy groups and bike clubs, and should also be offered as part of Education materials and classes in chapter 2 of this plan.

Educating cyclists about locating their serial numbers and using the registration form to record those numbers can be accomplished as part of bicycle safety and maintenance classes, on the City website, GTV6, through local bike shops, libraries, parks, schools, and on the Glendale bicycle map. Additional education and information regarding theft prevention should be coupled with registration efforts.

4.3 - Policy: Add ordinances or resolutions that improve safety for bicyclists and pedestrians.

4.3a - Pass a resolution supporting change of state law regarding speed surveys and 85th percentile.

The speed of a motor vehicle is a key factor in collisions involving pedestrians or bicyclists. As the speed of the motor vehicle increases, the likelihood of death for the pedestrian or cyclist also increases.¹ To counteract this reality, every reasonable effort should be made to keep motor vehicle speeds down wherever pedestrians or bicyclists are likely to be present.

Currently, speed limits are often set in California by doing a speed survey on a particular street and using the 85th percentile to set the limit. This means that the speed limit will be set at or close to the speed that 85% of motorists are driving during the survey. In many cases, this means the speed limit goes up. If left in place, the current system will eventually lead to higher and higher speed limits. Given that speed is often a key factor in motor vehicle crashes, the natural goal should be to keep speed limits down, or at least prevent them from going up. The rules for setting speed limits are regulated by the State of California, so the City of Glendale has little control over the current system. A resolution from The City of Glendale in favor of changing the current state system to one that allows more local control or doesn't rely on the 85th percentile would make a strong statement for our community and could also help any future efforts to change the system at the state level.

4.3b - Pass a resolution adopting provisions of AB 321- lowering speed limits near schools.

Signed into law in October 2007, AB 321 would allow the City of Glendale, through resolution or ordinance, to extend the school zone (25 mph speed limit) from a distance of 500 feet to 1000 feet from a school, as well as set a 15 mph speed limit within 500 feet of a school. The school has to be located in a residential area on a 2 lane road with an existing speed limit of 30 mph or less. Residential streets in Glendale have a default speed limit of 25 mph unless posted otherwise so it is likely that many schools located in residential neighborhoods would meet the criteria of AB 321.

The City of Glendale and the Glendale Unified School District have been working together to submit Safe Routes to School applications to fund



Figure 4-6. Adopt lower speed limits near schools.

¹ "Pedestrian Facility Users Guide – Providing Safety and Mobility" FHWA RD-01-102, March 2002

capital improvement projects that will support and encourage students to walk or bike to school. To complement the SRTS efforts and provide enhanced safety through reduced speeds around schools, the Safe and Healthy Streets Plan recommends the City of Glendale pass a resolution adopting the provisions of California Assembly Bill 321 and identify which schools in Glendale meet the criteria of AB 321.

SafeRoutes

National Center for Safe Routes to School



ENGINEERING

5



Goal: Continue to enhance pedestrian and bicyclist safety in all Capital Improvement Projects. Use best practices to improve and enhance ease of use and safety, ensuring routine accommodation of pedestrians and bicyclists.

In Glendale, as in other cities across the United States, the built environment is recognized as an obstacle to everyday walking and biking. The majority of streets in the City of Glendale are designed primarily for the movement of motor vehicles. The cost of prioritizing motor vehicles over Active Transportation (walking and biking for transportation) and transit is often poor air quality and public health problems. These include an increase in obesity and Type II diabetes, traffic congestion, and high rates of collisions that include injury or death. People often choose to drive instead of walk or bike because the other options are not considered viable or even possible. The Los Angeles County Department of Public Health's PLACE Program seeks to partner with communities through grants such as the one that helped fund this plan. Ensuring that changes to our built environment are implemented now and into the future will help make healthy, active choices like walking and biking become normal, everyday activities for Glendale residents and visitors.

5.1 - Policy: Maintain and update design standards that reduce vehicular speeds.

5.1a – Maintain and update traffic calming measures in the Glendale Traffic Calming Program.

Speed is a significant factor in many motor vehicle crashes and when it involves a bicyclist or pedestrian, the speed of the vehicle can mean the difference between the potential for injury or death. It is in the interest of all road users to keep speeds from getting too high on city streets, but pedestrians and cyclists are among the most vulnerable users that would benefit from slower traffic speeds. There are numerous street design options that can be implemented to keep speeds low, particularly in residential areas. Street designs that help to prevent high speeds are an important tool that can be incorporated into accepted street cross sections for the City. Because they are self-regulating, they aid the Glendale Police Department's enforcement efforts.

The City of Glendale Neighborhood Traffic Calming Program, developed by the Glendale Public Works Traffic and Transportation Division in 1996 and revised in 2004, already contains some of these measures. The program currently contains the following measures:

- Curb extensions (bumpouts or chokers)
- Diverters (full or partial)
- Painted edge lines
- Radar trailers
- Selective enforcement
- Speed humps and lumps
- Traffic circles
- Truck restrictions



Figure 5-1. Curb extension



Figure 5-2. Diverter in Berkeley, CA



Figure 5-3. Painted edge line



Figure 5-4. Radar Trailer



Figure 5-5. Speed bump



Figure 5-6. Traffic circle



Figure 5-7. Chicanes



Figure 5-8. Raised Crosswalk

It is recommended that the following measures be considered as part of an update of the City's Traffic Calming Program:

- Chicanes
- Crossing islands
- Medians
- Raised crosswalks
- Speed tables

The City Council adopted the City of Glendale Neighborhood Traffic Calming Program in November 1996 with the overall objective "to improve the livability of neighborhood streets by mitigating the impacts of vehicular traffic on predominantly residential neighborhoods." To reduce adverse traffic-related impacts, a variety of traffic control measures and roadway design features (traffic calming tools) were identified to discourage non-local traffic, reduce travel speeds, and minimize crash potential.

In November 2004, the City Council adopted an updated Traffic Calming Program. This updated program--which currently is in effect--includes the same overall objective but certain revisions were made to enhance the program's effectiveness and ease of implementation. The Traffic Calming Program is administered at the staff level by the Public Works Department - Traffic & Transportation Division. In considering residents' requests for traffic calming, the Traffic & Transportation Division interfaces with the affected residents as well as other city departments (primarily Engineering, Fire, and Police). The City's Transportation & Parking Commission (TPC) reviews all proposed traffic calming measures and devices.

Since its inception 14 years ago, the Program has resulted in the installation of traffic calming measures and devices throughout the city. The traffic calming measures and devices most commonly utilized to date in Glendale include:

- Speed Humps-Lumps. Approximately 120 speed humps-lumps have been installed on over 30 street segments.
- Traffic Circles. Two traffic circles have been installed.
- Painted Edge Lines. Painted edge lines have been installed on numerous streets to reduce the perceived width of the travel lanes.
- Speed Radar Message Signs. A total of 12 speed radar message signs have been permanently installed at six locations (each location equipped with one sign per direction of travel). In addition, five portable message signs are available for temporary deployment.

These installations have consistently reduced travel speeds and, in so doing, reduced the potential for speed-related crashes.

It should be noted that as part of an ongoing City Safe Routes to School Program and updating the City's existing Bicycle Master Plan, pedestrian and bicycle safety measures have been developed to encourage bicycling and walking in the City. While updating the City Traffic Calming Program and the Bicycle Master Plan, the Traffic and Transportation Division will continue to pay special attention to the current state and federal plans, technical publications,

and other current trends in developing these plans.

The Safe & Healthy Streets Plan recommends incorporating all traffic calming measures into a revision of the Circulation Element of the General Plan.

Detailed information about Traffic Calming measures is available through the Federal Highway Administration. Additionally, Transportation Alternatives' publication "Streets for People" is a good potential reference for these kinds of measures as is the "Street Design Manual" for the New York City Department of Transportation, 2009 edition.

For more information, go to: www.fhwa.dot.gov, www.transalt.org, or www.nyc.gov/dot

5.2 - Policy: Incorporate best practices in pedestrian and bicycle facility design.

5.2a – Strive to implement detailed pedestrian and bicyclist design guidelines, derived from FHWA pedestrian and bicyclist safety guidelines, that exceed minimum state and federal standards, and to be incorporated into the Bikeway Master Plan, Safe Routes to School Plan, and other pedestrian or bicyclist related documents.

Minimum requirements for the design and implementation of pedestrian and bicyclist facilities are set forth in the Federal Manual on Uniform Traffic Control Devices (MUTCD), the California MUTCD, and the Caltrans Highway Design Manual. While these documents provide the important minimum requirements, there is still room for additional guidelines to better clarify the design and implementation of pedestrian and bicyclist facilities in Glendale.

The FHWA's guide "How to Develop a Pedestrian Safety Action Plan" provides an excellent framework for establishing and codifying pedestrian guidelines that go beyond the minimum. The City of Glendale initiated work on a Pedestrian Safety Action Plan (PSAP) in May of 2009 as part of a grant-funded collaboration with the California Office of Traffic Safety, the FHWA, and the California Department of Public Health. The workshop was attended by City employees and other individuals interested in enhancing pedestrian safety. Representatives from engineering, planning, landscape architecture, education, and law enforcement attended. The workshop was conducted over three days. Day One concentrated on

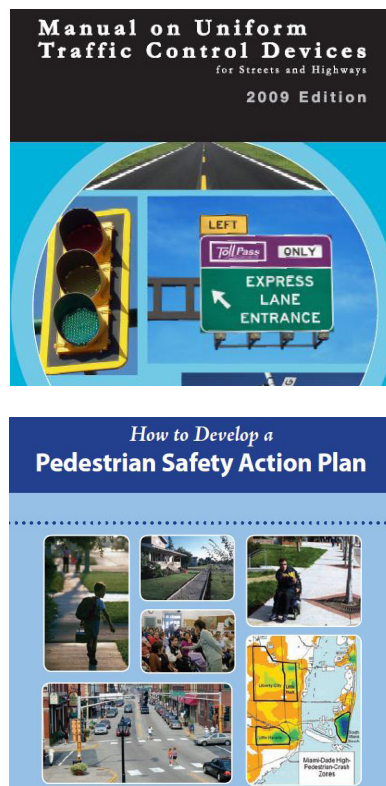


Figure 5-9. Useful manuals for bike and pedestrian facilities

generic engineering, education, and enforcement solutions to reduce, if not eliminate, certain pedestrian crashes. Days Two and Three of the workshop employed a “template” developed by the FHWA in which specific methodologies/practices could be used to address specific pedestrian-related issues and concerns in Glendale.

Various components of the PSAP have been implemented by the Traffic & Transportation Division. These include high visibility crosswalks, offset cross walks, stop bar setbacks on major arterials, yield to pedestrian signs, and raised crosswalks as part of the Safe Routes to Schools program. PSAP policy issues are also under consideration by the Traffic & Transportation Division.

Look to Live Markings

As part of an ongoing “Look to Live” public safety campaign, the City has recently installed pavement markings at the foot of the crosswalks with the word “LOOK” in three languages (English, Armenian and Spanish) with an arrow pointing to the direction of on-coming traffic at the intersection of Glendale Avenue and Broadway. The purpose of the marking is to remind pedestrians to look for oncoming traffic before crossing. More “LOOK” markings will be installed at other intersections with heavy pedestrian activity as part of the campaign aimed to enhance pedestrian safety.



Figure 5-10. ‘Look to Live’ markings placed at Glendale and Broadway

Zebra Crosswalks with Advanced STOP Lines or Yield Lines

The City has been installing high visibility zebra crosswalk markings with advanced STOP/yield lines in the vicinity of school areas and at crosswalks that are not controlled by STOP signs or traffic signals. The purpose is to increase the visibility of the crosswalks and to remind drivers to be alert as they approach the crossings. Locations include the Wilson Avenue and Chevy Chase Drive intersection and on Colorado Street at Jackson Street.



Figure 5-11. Zebra stripe crosswalk with yield line on Colorado St.

Pedestrian Activated In-roadway Warning Lights and Flashing Beacons

Since July of 2000, the City has been installing pedestrian activated in-roadway warning light systems and flashing yellow beacons at controlled crosswalks. The purpose of the two devices is to alert drivers that pedestrians are in the crosswalks and remind them to yield the right of way. Currently, there are 30 in-roadway warning light systems and 2 flashing yellow beacons in the City. Locations include North Brand Boulevard mid-block crosswalks, Glendale Avenue at Elk Avenue, Chestnut Street, Raleigh Street, Palmer Avenue, Eulalia Street, and Laurel Street in front of the Glendale Memorial Hospital.

Examples of detailed bicycle guidelines that exceed minimum standards include the Chicago Bike Lane Design Guide, San Francisco Bicycle Plan Update: Supplemental Design Guidelines, and the design guidelines section of the Los Angeles Bike Plan Update.

To download the FHWA documents for a Pedestrian Safety Action Plan, go to:

http://safety.fhwa.dot.gov/ped_bike/ped_focus/ or
<http://www.walkinginfo.org/training/pbic/cpsap.cfm>

5.2b – Continue with implementation of mobility standards that encourage walking, biking, and transit use.

In addition to adopting pedestrian and bicyclist guidelines that exceed minimum state and federal standards, the City of Glendale should continue with implementation of mobility standards that are beneficial to pedestrians, bicyclists and transit users. Such mobility standards (many of which have already been incorporated in Capital Improvement Projects in the City) include, but are not limited to:

- Automatic pedestrian signals at high pedestrian volume locations.
- Benches and shade/shelters at all bus stops
- Detection for bicyclists at all actuated signals¹
- Pedestrian signal timing that exceeds minimum requirements
- Planting of street trees with all resurfacing/reconstruction road projects
- Street furniture for pedestrians
- Bike racks for bicyclists
- Pedestrian and bicycle way-finding signage

The City will include these mobility standards in the Bikeway Master Plan, the Circulation Element, and a Complete Streets Plan.

¹ Caltrans Policy Directive 09-06, CA MUTCD



Figure 5-16. Bench and shade structure at Brand Blvd. bus stop



Figure 5-17. Bicycle detection sign at Maple and Central



Figure 5-12. Street trees on Rock Glen St.



Figure 5-13. Street Furniture



Figure 5-14. Bike racks



Figure 5-15. Way-finding signage

5.2c – Continue expanding the City’s bicycle parking facilities. Include installation of secure parking facilities for downtown or the Glendale Transportation Center.

If bicyclists are to be expected to substitute bike trips for car trips, bicycle parking must be within easy reach of nearly any public or commercial destination city-wide. The proper type and placement of bike parking facilities is equally as important since many cyclists will not park their bikes using sub-standard or poorly placed bike parking facilities. Cyclists who cannot be sure there will be a good place to lock his or her bike at a destination may be less likely to travel by bike. This decision not to ride is also reinforced by a ticket, bike removal, or a verbal warning when a cyclist locks to signs, parking meters, or hand-rails whenever bike parking is not present.

As part of the implementation of the existing Bikeway Master Plan, and in response to the increasing demand for bike racks, the Public Works Traffic & Transportation Division has been installing bike racks at various locations in the City. The existing bike racks were installed based on staff field checks, suggestions from the PLACE Grant Coordinator, and also based on the requests of businesses in the City. In an effort to accommodate the increasing demand for bicycle facilities, as well as to promote cycling, the Public Works Traffic and Transportation Division is working to create citywide homogeneous, cost-effective, low-maintenance, and aesthetically pleasing bicycle racks.

When trying to determine the quantity of bike parking spaces to be installed, there are a number of methods that can be utilized. The City could install bike parking as a percentage of car parking spaces in commercial areas, as a function of the number of employees at a location, as a function of the square footage of a particular business location, or it can strive to install bike parking so that at least 1 or 2 racks are installed on each city block that fronts commercial or public destinations. Another possible calculation is to install one bike rack each 100 feet of arterial or collector roadway that has commercial or public property frontage. These guidelines will be considered in updating the Bikeway Master Plan. Examples of various formulas that can be used for calculating the number of bike parking spaces and the proper types and placement of bike parking facilities can be found in the Association of Pedestrian and Bicycle Professionals "Bicycle Parking Guidelines" 2nd Edition, the Seattle Bike Master Plan – Chapter 4, the San Francisco Bicycle Plan – Chapter 2, and from the Pedestrian and Bicycle Information Center website.

Secure bicycle parking facilities are growing in number and, compared to bike racks, provide a better option for long-term bicycle parking. Bike Station establishes and partners in the operation of secure bicycle parking facilities in multiple cities across the United States, including Long Beach, Seattle, and Washington D.C. In most cases, secure facilities are placed near transit hubs or destination-rich areas where there is a high concentration of commercial or public destinations as well as employment centers. Bike Station type facilities often include 24-hour access for members, attendee-optional parking areas that may include a bike repair



Figure 5-18. Bike racks at Glendale City Hall, back entrance



Figure 5-19. Secure bicycle parking facilities provide long-term parking.

facility/mechanic, a changing/shower facility, and retail space for basic supplies such as tubes, tires and snack foods/drinks. A secure facility may or may not include bikes intended for shared use. This plan recommends that a secure bike parking facility be established in the City of Glendale.

For more bike parking information, go to:

<http://www.apbp.org/>

<http://www.cityofseattle.net/transportation/bikemaster.htm>

<http://www.sfmta.com/cms/bproj/bikeplan.htm>

<http://www.bicyclinginfo.org/>

<http://www.bikestation.org/>

5.2d - Establish and encourage bicycle sharing facilities.

Bike sharing facilities can prove to be useful in locations of high density where people might need to travel short distances and the City wishes to discourage motor vehicle use for such trips. The best known example of a successful bike sharing program is the Velib bicycle sharing system in Paris, France. Similar programs have been launched in Washington DC, Denver Colorado, Chicago, and Minneapolis, with more facilities being considered in cities across the United States.



Figure 5-20. Bike sharing facility with bikes and payment/check-out kiosk

Successful programs include multiple docking stations for shared bikes that can be borrowed and tracked using the bicyclist's credit card. Typically, trips under a certain amount of time are free and charges are assessed in increments after the initial free period. Revenue is usually generated through advertising space attached to the docking stations.

Bike sharing facilities could also be established for Glendale City Staff. The City of Long Beach maintains a small fleet of bicycles for City Staff to use for short trips near City Hall, free of charge.

Bike sharing facilities could also prove to be useful in conjunction with secure parking facilities at transit centers such as the Glendale Transportation Center where Metrolink commuters could start their trip with a short ride to the station or finish their trip with a ride to his/her place of employment.

5.2e - Incorporate pedestrian and bicyclist project review into all capital improvement projects. Continue referring to the Bikeway Master Plan and FHWA Pedestrian Safety Guidelines for all Capital Improvement projects.

Approaching a capital improvement project from the perspective of a bicyclist or pedestrian can help City Staff to enhance implementation of pedestrian and bicyclist improvements included in such projects. As part of routine site visits for capital projects, walking or biking the location of capital improvement projects is the best way to conduct a project review which seeks to understand what impediments exist and improvements that are needed for bicyclists and pedestrians. It's easy to miss obstacles or small hazards if site reviews don't include biking or walking the project area. Hazardous storm grates may only become apparent while riding a bicycle and the positioning of utility poles on sidewalks may only be recognized as obstacles while walking. Therefore, this plan recommends walking and/or biking the project location as part of project site reviews that could include pedestrian and bicyclist improvements. These reviews would be conducted by City Staff with the help of the Pedestrian and Bicyclist Technical Advisory Team and (once funded) the Pedestrian and Bicyclist Coordinator. Examples of pedestrian and bicyclist project reviews (often called walk-ability and bike-ability checklists) can be obtained from the Pedestrian and Bicycle Information Center and the Federal Highway Administration Pedestrian Road Safety Audit program.



Figure 5-21. Capital improvement projects should include regular review for pedestrian and bicycle improvements.

Whenever the City engages in a capital improvement project, staff should continue to review the Bikeway Master Plan (BMP) and FHWA pedestrian safety guidelines to see if the project site is designated for bicycle facilities or what pedestrian safety measures could be implemented. If designated, the project should incorporate the facilities defined in the BMP or measures recommended by the FHWA. For example, as part of street improvements already planned by the City of Glendale, bike lanes were added to Glenoaks Blvd. in 2008 per the Bikeway Master Plan. Also, "sharrows" have been installed on six streets, most of which were designated as potential Class III routes in the BMP, as part of several different improvement projects. It's worth noting that Glendale has become a leading community in Los Angeles County in terms of sharrow installation.

For more information about walk-ability or bike-ability checklists, go to:
<http://www.bicyclinginfo.org/>
http://safety.fhwa.dot.gov/ped_bike/tools_solve/ped_rsa/

5.2f - Pursue inexpensive and experimental pilot projects for pedestrians and bicyclists that can be made permanent whenever a pilot project is successful or dropped when it is not.

New York City has recently been leading the way in trying new, innovative facilities for pedestrians and bicyclists. While safety is always the primary goal with these projects, their Transportation Commissioner, Janette Sadik-Khan, has stressed the importance of trying pilot projects that are quick, easy and inexpensive to implement. Many of Commissioner Sadik-Khan's projects have been documented in magazine articles and online at sites such as StreetFilms.org and StreetsBlog.org. If the project works, her department then seeks to make them permanent. If they don't work, they drop the project and move on to another idea. The point is to encourage City Staff to try new ideas for making the City more pedestrian and bicycle friendly.

It's understood that experimental projects fall outside the accepted standards as described in documents such as the California Manual on Uniform Traffic Control Devices which city engineers use. The implementation of experimental projects would be conducted with permission from entities such as California Traffic Control Devices Committee or the Federal Highway Administration through the Request to Experiment (RTE) process. Once an experimental project is approved, important features are included such as liability protection. Peer review, monitoring and reporting are normally part of the RTE process. The "green-stripe sharrow" in Long Beach's Belmont Shore neighborhood is a good local example of a Request to Experiment.



Figure 5-22. Protected bike lane, Long Beach, CA



Figure 5-23. Bicycle box, Portland, OR

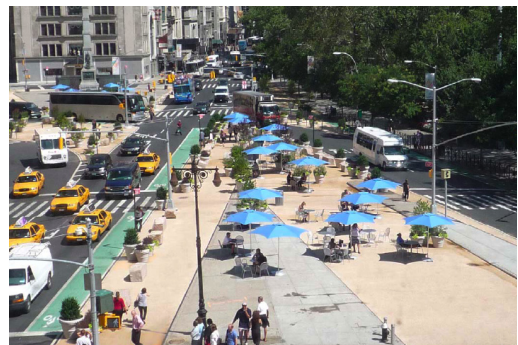


Figure 5-24. Pedestrian plaza, New York City



Figure 5-25. Green stripe sharrow lane, Long Beach, CA

Potential projects for the City of Glendale could include:

- Protected bike lanes on arterial roads.
- Bicycle Boxes at intersections with turning hazards
- Pedestrian plazas at large intersections or intersections with unused areas
- Green stripe sharrow lanes for popular business districts

5.3 - Policy: Adopt a Complete Streets Policy and design standards in accordance with the California Complete Streets Act of 2008 so that transportation improvements in the City of Glendale will accommodate all users.

A Complete Streets Policy is one that seeks to ensure that roads meet the needs of all users where appropriate and defines all users as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, transit users, and commercial vehicles. This policy direction is in contrast to years of building roadways primarily to meet the needs of motor vehicle users. Instead, Complete Streets policies result in a balanced, multimodal transportation network that enables users to choose the mode of transportation that they wish rather than necessitating the use of the private motor vehicle. A Complete Streets Policy would include many of the policy recommendations in the Engineering chapter of this plan.

The California Complete Streets Act of 2008 states that all cities, starting in January 2011, shall adopt a complete streets policy whenever there is a substantive revision of the Circulation Element of the General Plan.

The National Complete Streets Coalition defines an ideal complete streets policy as containing the following elements:

- A vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

The Safe & Healthy Streets Plan strongly encourages the creation and adoption of a Glendale Complete Streets Policy not only to meet state requirements, but to also cover multiple worthwhile goals. This includes the reduction of greenhouse gas emissions through increased trips on foot, by bicycle, or on transit; improving public health and reducing costs associated with inactivity that result in obesity, heart disease, and diabetes; and shifting short trips of 3 miles or less from motor vehicle trips to trips by bicycle, transit, or walking. In



Figure 5-26. Complete Street, Santa Monica Blvd. in West Hollywood, CA

December 2010, the California Governor’s Office of Planning and Research published “Update to the General Plan Guidelines: Complete Streets and the Circulation Element” to help California communities develop a Complete Streets Policy in accordance with the California Complete Streets Act.

The goals of a Complete Streets Policy also help to meet state requirements set forth by the California Global Warming Solutions Act of 2006 (AB32) and the California Sustainable Communities and Climate Protection Act (SB375). To address these state requirements, Glendale’s Community Development Department is currently developing the Greener Glendale Plan (a Sustainability and Climate Action Plan) which will include strategies and goals to encourage walking and biking.

To download the guidelines from the Governor’s Office of Planning and Research, go to:
http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

For more information about Complete Streets and the National Complete Streets Coalition, go to: <http://www.completestreets.org/>

5.3a – Revise Circulation element to include Level of Service measurements for pedestrians, bicyclists and transit users. Update street classifications/typologies to include enhanced pedestrian and bicyclist accommodation.

In addition to updating the Circulation Element of City’s General Plan to include a Complete Streets Policy, this Plan recommends updating the Circulation Element to include Level of Service measurements that include pedestrians, bicyclists and transit users. Currently, Level of Service (LOS) is the rating of an intersection based entirely on the flow of motor vehicles. Pedestrians and bicyclists are not factored into the calculation. Cities that are aiming to better accommodate pedestrians and bicyclists are changing the way their LOS is calculated to include the movement of people who are walking or biking. Level of Service measurement is also mentioned in Chapter 6, policy 6.5.

5.4 - Policy: Create land use policies that encourage biking and walking

According to the National Household Travel Survey of 2009, 43 percent of all driving trips are 3 miles or less, 85 percent of all biking trips are 3 miles or less, and 98 percent of all walking trips are 3 miles or less. These statistics provide a good argument for encouraging biking and walking for short trips. Additionally, the State Energy Resources Conservation and Development Commission has determined that transportation represents 41 percent of total greenhouse gas emissions in California. It follows that a reduction in motor vehicle use for short trips is not only possible, but that it will also help greatly to reduce the total greenhouse gas emissions in Glendale. The California Global Warming Solutions Act of 2006 (AB32) seeks to reduce statewide greenhouse gas emissions to 1990 levels by the year 2020. The California Sustainable Communities and Climate Protection Act (SB375) directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions through regional transportation planning, CEQA incentives to encourage projects that are consistent with a regional plan that achieves greenhouse gas emission reductions, and coordinating the regional housing needs allocation process with the regional transportation process. To help reduce greenhouse gas emissions and meet requirements set forth by AB32 and SB375, Glendale should create land-use policies that encourage biking and walking. Community Plans such as the North Glendale Community Plan should routinely consider pedestrian, bicyclist and transit issues as a part of the plan's development.

5.4a - Establish bicycle parking requirements for private development and redevelopment

To help ensure that bike parking is available at destinations such as businesses, office buildings, large residential complexes, and other activity centers, the City of Glendale should create bike parking requirements as part of new development or redevelopment projects. Such requirements have been implemented in cities like San Francisco, Santa Monica, and Pasadena. The requirements can be based upon property square footage, upon a minimum number of spaces per structure, regardless of square footage, or based on a percentage of car parking spaces for the property, and should include both short term and long term parking facilities that are in visible, safe, and readily accessible locations. In some cases, office buildings and large residential complexes forbid employees and residents from bringing bicycles into the office or condominium/townhouse while failing to provide for adequate bike parking. Such rules should be discouraged and if possible, prohibited in the City of Glendale.

Bicycle Parking Requirements should be developed by the City in partnership with the Glendale TMA and merchant groups such as the Glendale Chamber of Commerce and the Downtown Glendale Merchants Association. CALGreen Code has already set mandatory bicycle parking requirements for non-residential buildings, but it does not provide for bicycle parking measures for residential locations such as mid-rise or high-rise multi-family dwellings or mixed-used buildings. The CALGreen Code allows for stricter, more ambitious bicycle parking requirements for non-residential and multi-unit residential locations, which this plan recommends the City establish. The requirements should include the number of bicycle

parking spaces to be installed, but also the type and configuration of facilities (both long term and short term), and the proper location of bicycle parking.

As part of recommendations for revised Downtown Parking Standards, Nelson Nygaard, a consultant for the City's Community Development Department has included a recommendation for the City to adopt a bicycle parking ordinance. This is consistent with the recommendations of this plan which supports the implementation of Nelson Nygaard's recommendations.

Guidelines for bicycle parking requirements are available in the Association of Pedestrian and Bicycle Professionals publication "Bicycle Parking Guidelines" 2nd Edition and on the Pedestrian and Bicycle Information Center website.

For a copy of the CALGreen code, go to: <http://www.bsc.ca.gov/CALGreen/default.htm>

For more information about Nelson Nygaard's Downtown Parking recommendations, go to: <http://www.ci.glendale.ca.us/planning/mobilitystudyParkingManagement.asp>

For more information about bicycle parking guidelines, go to:
<http://www.apbp.org/>
<http://www.bicyclinginfo.org/engineering/parking.cfm>

5.4b - Support Smart Growth land-use policies.

Smart Growth land use policies that include mixed-use residential and commercial developments result in human scale cities with shorter distances to activity centers and common destinations. When combined with good pedestrian and bicyclist networks and facilities, the shorter travel distances that will result from these policies make walking and biking easier and more likely for residents. Part of Smart Growth principles, Transit Oriented Development, Form Based Code, and Overlay Districts that support and encourage walking and biking are all policies cited as beneficial by the Pedestrian and Bicycle Information Center. Therefore, the Safe & Healthy Streets plan strongly supports higher density, Smart Growth land-use policies for the City of Glendale. The City of Glendale Downtown Specific Plan and the Downtown Mobility Study already support this type of land-use.

EVALUATION

6



Goal: Develop performance measures that track and analyze the effectiveness of policies, programs, infrastructure and events.

Developing evaluation and monitoring programs are valuable components to analyze the effectiveness of infrastructure improvements, activities and events implemented through the Safe and Healthy Streets Plan. Progress of programs can be tracked through performance measures to enable constituents, lawmakers, and funding sources to see the effectiveness of programs implemented. Adjustments can be made if programs are not performing as desired, while successful policies can be recreated, expanded upon, or implemented elsewhere in the city. Through implementing the evaluation policies described below, Glendale can further reach its goal of becoming a community where it is safer and more enjoyable for all to walk or ride a bicycle.

An important aspect of evaluating progress in implementing the Safe and Healthy Streets Plan is to establish performance measures. Performance measurement is the process of establishing parameters within programs, policies and projects to chart progress that such programs, policies and projects are achieving desired results.

Performance measurement is useful for measuring the success of pedestrian and bicyclist projects, since many are implemented incrementally, along with other capital improvement projects throughout the city. To help ensure that pedestrian and bicyclist facilities are being properly implemented and to chart the City's progress, regular and ongoing review of performance measures are necessary.

6.1 - Policy: Establish regular updates to City policies and documents related to bicyclists and pedestrians.

6.1a – Recommend that current and future pedestrian and bicyclist related policies and policy documents such as the Bikeway Master Plan and the Safe and Healthy Streets Plan be updated regularly with specific timelines and measurable goals.

Policies and their respective documents need to be updated on a regular basis to ensure that they continue to properly serve pedestrians and bicyclists. As plan recommendations are implemented, priorities for improvements may change and new opportunities may be identified. Population growth, demographic changes, intensification of land use, and additional funding sources are all variables that may present an opportunity to update policies. In addition, each document shall contain an implementation plan with specific timelines.

Establishing a framework of frequent and coordinated updates to transportation related documents will ensure that City policies and documents stay relevant. Updating policies regularly will also benefit Glendale by ensuring the City will be eligible for a variety of federal, state and local grants to pay for mobility-related projects. This will set a framework to obtain funding for capital improvement projects that will create additional pedestrian and bicyclist infrastructure in the City, ultimately benefiting Glendale residents and visitors.

6.1b – Require that the Bikeway Master Plan be updated every three years to be eligible for most State and Federal Funding Sources.

The Bicycle Transportation Account (BTA) is an annual program through Caltrans that provides state funds for city and county bicycle projects. Through regular updates of the Bikeway Master Plan, the City will be eligible to fund projects that will benefit mobility and safety for bicyclists riding through or within Glendale. Federal agencies also require regular updates of the Bikeway Master Plan to qualify for their funding sources.

6.2 – Policy: Establish regular, on-going evaluation and monitoring of engineering projects.

6.2a – Incorporate pedestrian/bicyclist project implementation in the regular review of Capital Improvement Projects.

In addition to updating the policy framework on a regular basis, it is important to update the existing review process for capital improvement projects in the City of Glendale. All current and future City of Glendale street improvement projects under the Public Works Department should consider the feasibility of pedestrian and bicyclist infrastructure improvements as part of the regular project planning process. This can be implemented regardless if formal policies have been adopted.



Figure 6-1. All street improvement projects should consider pedestrian and bicyclist infrastructure improvements.

In addition to the Safe and Healthy Streets Plan supporting the potential incorporation of bicyclist and pedestrian improvements into every capital improvement project, the state of California is in support of this policy direction through adopting the Complete Streets Act of 2008. This act requires all jurisdictions to look at incorporating multi-modal options for all users on every street improvement project. More explanation on specific components of the Complete Streets Act are covered in greater detail in Chapter 5, policy 5.3 of this document.

Once respective mobility policies are adopted, capital improvements shall factor infrastructure improvements for all modal users, with regularly scheduled citywide audits on pedestrian and bicyclist infrastructure to ensure that pedestrian and bicyclist infrastructure is being properly maintained for the safety and mobility of all users in the City of Glendale.

6.3 – Policy: Create an official TPC Pedestrian and Bicyclist Advisory Committee and a Pedestrian and Bicyclist Technical Advisory Team dedicated to the review and implementation of Pedestrian and Bicycle policies.

6.3a – Officially create a Pedestrian and Bicyclist Technical Advisory Team composed of City Staff to evaluate pedestrian and bicycle policies.

The City Traffic & Transportation Administrator will officially form the Technical Advisory Team consisting of staff from Public Works Traffic & Transportation and Engineering Divisions, Community Development, Community Services and Parks, and the Police Department. It is important to note that Staff members from these departments have already been actively working together as one coordinated team on implementing pedestrian and bicycle friendly policies, programs and infrastructure. The Safe and Healthy Streets Plan supports continuing this active collaboration through an official formation of a staff team dedicated to the implementation and evaluation of pedestrian and bicycle programs, policies and infrastructure. Additional activities of the Technical Advisory Team are included in Chapter 4, policy 4.1a.

6.3b – Create a TPC Pedestrian and Bicyclist Advisory Committee composed of representatives from the Transportation and Parking Commission, Planning Commission, Parks Commission and Glendale Residents.

In order to ensure that pedestrian and bicyclist policies are being effectively implemented and for proper review of performance measures, it is recommended that the City of Glendale establish a Committee from the Transportation and Parking Commission to specifically address pedestrian and bicycle issues. This Committee may invite members from other commissions from the city including the Planning Commission, Parks Commission and members from the community including residents and members of the business community. It is recommended that all members of this Committee will have an interest in, and knowledge of, pedestrian and bicyclist issues. The Committee will enable feedback from the community so that unmet needs and future projects can be addressed. Additional activities of the TPC Advisory Committee are included in Chapter 4, policy 4.1a and 4.1b.

6.3c – City Pedestrian and Bicyclist Technical Advisory Team to conduct regularly scheduled updates to the TPC Pedestrian and Bicyclist Advisory Committee on the implementation of pedestrian and bicycle policies and the Safe and Healthy Streets Plan.

In addition to establishing a set of performance measures, it is recommended that the City's Pedestrian and Bicyclist Technical Advisory Team present regularly scheduled updates on the implementation of the Safe and Healthy Streets Plan to the City TPC Pedestrian and Bicyclist Advisory Committee. Improvements and implementation of pedestrian and bicycle policies, programs and infrastructure will be presented to stakeholders as a result of these updates. To aid staff in establishing a priority for implementation of items, The Safe and Healthy Streets Plan includes an Action Plan with a set of immediate-term, short-term, medium-term and long-term policies. These items are discussed in further detail in Chapter 9 of this document.

6.4 – Policy: Assess pedestrian/bicycle programs, events and infrastructure improvements as recommended by the Safe and Healthy Streets Plan.

6.4a – Conduct regular bicycle/pedestrian counts in September.

Through the award of the PLACE Grant, the City of Glendale has conducted counts of bicyclists and pedestrians citywide in September of 2009 and 2010. The primary objective of the 2009 Glendale Pedestrian and bicyclist Count was to establish baseline data, with future counts referencing this data to evaluate the effectiveness of improvements and programs. The counts have been conducted using standard methodology from the National Bicycle and Pedestrian Documentation Project (NBPD) which includes the following:



Figure 6-2. Bicyclist and pedestrian count in Glendale, 2010

- Consistent count days and times – the NBPD consistently takes counts in September of each year for their nationwide research and analysis
- Consistent count methods and materials
- Centralized data collection and analysis
- Open access to all research professionals and public agencies

In addition, the City of Glendale placed additional methodology based on selecting count locations, which is based on criteria below:

- Pedestrian and bicycle activity areas or corridors (downtowns, near schools, parks, etc)
- Locations near proposed major bicycle/pedestrian improvements, particularly the PLACE Grant Physical Project Corridor proposed on Riverside Drive and Maple Street
- Representative locations in the urbanized area
- Key corridors that can be used to gauge the impacts of future improvements
- Locations where bicyclist and pedestrian collision numbers are high

The Safe and Healthy Streets Plan supports continuing these counts on a regular basis under criteria established by NBPD and the City of Glendale in the 2009 and 2010 counts. The information received from counting bicyclists and pedestrians will provide insight into bicycling and walking behavior in the City of Glendale, tailoring programs and infrastructure to the needs of the population.

Additional performance measures recommended by the Safe and Healthy Streets Plan can further measure the success of pedestrian and bicyclist related policies through the data obtained from regular counts of bicyclists and pedestrians in Glendale. The data received can be incorporated into the analysis and results of future Bicycle and Pedestrian Count Reports. The following are goals the Safe and Healthy Streets Plan is hoping to achieve:

- Increasing the number of bicyclists and pedestrians recorded during the annual bicycle/pedestrian count
- Increasing the mode share of bicyclists in the City of Glendale
- Increasing the rate of school children walking or bicycling to school
- Increasing the rate of residents walking or bicycling to work, for errands, and recreation
- Decreasing the mode share of single-occupancy vehicular riders in the City of Glendale
- Coordinating with other programs, such as Safe Routes to School, to include schools as part of the yearly count
- Incorporating a Mode of Travel survey into schools as part of the City's yearly pedestrian and bicycle count

6.4b - Conduct a review of pedestrian/bicycle collision reports on a regular basis. Establish safety goals.

As part of the city's Traffic Collision Analysis Program, a series of analyses should be performed on a regular basis to identify if there are locations with high collisions for pedestrians and cyclists. It is highly recommended that the analysis factor the types of collisions that occur and the behavior responsible for the crashes.

From the results of this analysis, the City should develop engineering measures with focused enforcement to improve the safety of pedestrians and cyclists. Analyzing crash data is a positive first step in improving safety of bicyclists, pedestrians and motorists alike.

The Safe and Healthy Streets Plan recommends that the City work to secure funding to administer this program, with City Staff or outside consultants available to analyze results of the data. The Technical Advisory Team will work collaboratively with the City's TPC Pedestrian and Bicyclist Advisory Committee to present results of the report to the public.

The review of collision reports is also discussed in Chapter 4, policy 4.1a, of this document.

6.4c - Conduct an inventory of bike racks, lanes, shared lane markings, etc. on a regular basis to chart the progress of implementing this infrastructure. Adopt performance measures for Capital Improvements as a result of this inventory.

An inventory should be completed for pedestrian and bicyclist infrastructure on a regular basis. Upon available funding, variables recommended for analysis include but are not limited to the following:

- The number of bicycle parking racks installed
- The number of pedestrian and bicyclist maps distributed
- A percentage (or number) of bicycle network or pedestrian facilities completed
- A comparison to the prior year's data (measuring increases and decreases in the amount of pedestrian and bicyclist infrastructure)
- An assessment of the condition of bicyclist and pedestrian infrastructure, quantifying these conditions as excellent, good, fair or poor

This inventory can be integrated as part of the analysis for the yearly Bicyclist and Pedestrian Count or yearly report conducted for crash data, or presented as a separate report. The goals behind collecting this data are to:

- Increase bicycle infrastructure, quantifying infrastructure by type (shared lane markings, bicycle lanes, bicycle paths, bicycle lockers, bicycle racks, etc...)
- Increase and Improve pedestrian infrastructure, quantifying infrastructure by type (sidewalks, crosswalks, parks, etc...)
- Increase the quality of maintenance of pedestrian and bicyclist infrastructure

This data can be presented by the City's Pedestrian and Bicyclist Technical Advisory Team as part of a regular update to the City's TPC Pedestrian and Bicyclist Advisory Committee. Due to limited funds and staff time currently available, dedicated funding sources outside of the City's general fund will be required for evaluation of these performance measures. Opportunities for funding are discussed in further detail in Chapter 8, Funding Sources.



Figure 6-3. The condition of bicycle and pedestrian infrastructure should be assessed regularly.

6.4d - Adopt performance measures and benchmarks for the implementation of education, encouragement and enforcement programs.

The Safe and Healthy Streets Plan recommends that all education, encouragement and enforcement be assessed on a regular basis for their effectiveness. While this is not a complete list, the following are some possible measurements to track the success of programs and policies:

- Assess the percentage of targeted City staff who participate in training on pedestrian and bicyclist issues
- Assess the number of pedestrian and bicyclist project grant applications submitted and obtained
- Measure the obesity rate for City of Glendale residents, with the goal of decreasing this rate through improved infrastructure and programs
- Measure the life expectancy of City of Glendale residents, with the goal of increasing this number through improved infrastructure and programs
- Track the number of people reached through education programs.
- Track the number and type of promotional events and the number of participants.
- Track the number of bicyclist and pedestrian related crashes, notating increases or decreases.
- Review the most common violations that lead to crashes.

To implement this recommendation, it will be important to secure outside funding sources to collect and analyze the data for these performance measures. Several sources are available for analyzing these measurements. The effectiveness of walking and bicycling around schools can be analyzed through continued efforts to implement components of the Safe Routes to School Program, of which approximately 12 schools within the City of Glendale have been awarded grants as of 2009 and 2010 to participate in the program. Opportunities to assess programs on a City-wide basis can be analyzed as part of the Wellness Campaign administered by the Los Angeles County Department of Public Health.

	Performance Measure	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 1	Number of bicyclists observed at counting locations throughout Seattle	To be counted in 2007	Triple the number of bicyclists between 2007 and 2017	Every two years	SDOT, Volunteer groups, Bicycle advocacy organizations
Goal 2	Number of reported bicycle crashes per total number of bicyclists counted and annual traffic volumes	To be calculated in 2007	Reduce the bicycle crash rate by one third between 2007 and 2017	Every two years	SDOT, Law enforcement agencies, Volunteer groups, Bicycle advocacy organizations
Objective 1	Percentage of Bicycle Facility Network Completed	65 miles of existing facilities	Provide 450 miles of recommended facilities by 2017 (includes existing)	Every two years	SDOT Policy and Planning Division & SDOT Pedestrian and Bicycle Program

Figure 6-4. Performance measure example from Seattle, WA

6.4e Support and coordinate with outside agencies and consultants to assist the City in evaluation programs

The City of Glendale should support assistance from outside agencies and consultants in evaluating pedestrian and bicycle programs, policies and infrastructure improvements. Outside groups may include the Los Angeles County Bicycle Coalition or a vested City of Glendale stakeholder group. The organizations may help the City in gathering volunteers for a Pedestrian and Bicyclist Count, or assist in research and gathering data on a number of evaluation programs. They may also be of assistance to provide funding for the City to implement the various policy recommendations listed in this chapter.

The Safe and Healthy Streets Plan highly recommends that outside groups collaborate with the Technical Advisory Team when assisting the City with evaluation programs. Working with non-profits, regional and national organizations and community groups will not only be beneficial for possibly funding many programs and policies for Glendale, but it will also bring greater support for walking, bicycling, safety and health initiatives for all residents and visitors to the City.

6.5 – Policy: Support alternatives for measuring level-of-service.

The Safe and Healthy Streets Plan supports alternative measurements for level of service (LOS) as mentioned in the Street Typology chapter of the Downtown Mobility Study. Through designating streets to prioritize all transportation modes, modifying the existing level of service measurement to assess the movement of people at intersections versus the movement of cars will have beneficial impacts to pedestrian and bicycle friendly development and infrastructure. Level of Service measurement is also mentioned in Chapter 5, policy 5.3a.

6.6 – Policy: Once a framework has been established funding and implementing pedestrian and bicyclist policies, programs, and infrastructure, seek promotional opportunities.

6.6a – Pursue Bike Friendly Community Status from the League of American Bicyclists

The League of American Bicyclists' Bicycle Friendly Community Program provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. There are two application periods per year, with no application fee. The application itself can be used as an evaluation tool, effectively assessing Glendale through



identifying areas of needed improvements as well as celebrating accomplishments. The Bicycle Friendly Community status would place Glendale in the national spotlight as a progressive leader in bicycle policies, leading to positive press in the media, as well as potentially creating eligibility for additional grants.

For more information, go to:

<http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities>

6.6b – Apply for a Walk Friendly Community Designation

Established by the U.S. Department of Transportation Federal Highway Administration, Walk Friendly Communities (WFC) is a national recognition program developed to encourage towns and cities across the country to establish or recommit to high priority for supporting safer walking environments. The WFC program will recognize communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access and comfort. Communities that are awarded with a Walk Friendly Community designation will receive national recognition for their efforts to improve a wide range of conditions related to walking. The application process is of no cost and occurs twice a year. As with the Bicycle Friendly Community application, the WFC application can be used as an evaluation tool, effectively assessing Glendale through identifying areas of needed improvements that can form a framework for pedestrian improvements or a pedestrian-oriented policy document.



For more information, go to: <http://www.walkfriendly.org>

RESOURCES AND STAFFING

7



Goal: Provide staff and funding to sufficiently implement City transportation policies and programs.

While it is important to provide a policy framework to improve infrastructure and safety for pedestrians and bicyclists, it is equally as important to allocate resources, staff and community support to administer pedestrian and bicyclist-related policies, programs, and improvements. This chapter focuses on the organizations, resources and staffing needed to ensure the programs, policies and infrastructure improvements advocated in the Safe and Healthy Streets plan are able to take place.

7.1 – Policy: Allocate City Staff to coordinate and to implement pedestrian and bicyclist policies, programs, and facilities.

7.1a – Expand staff resources from various City departments to incorporate pedestrian and bicyclist programs, policies and infrastructure to City transportation projects currently in progress.

Staff resources dedicated to improve walking and bicycling in the City will be essential to successfully implement policies, programs and infrastructure improvements in the Safe and Healthy Streets Plan. Opportunities presented in the Funding Sources chapter outlines some of the potential resources available. Coordination will be required with the City staff person responsible for implementing the following projects to ensure the goals and policies of the Safe and Healthy Streets Plan are being met:

- Capital Projects – Federal Stimulus Program, Safe Routes to School, regular, ongoing capital improvement projects.
- Planning Projects/Programs – General Plan/Community Plan Updates, Implementation of the Downtown Mobility Study

Many of these existing programs, projects and plans already have components that are geared toward the improved safety and mobility of pedestrians and bicyclists or can be modified without increased time or cost to include policies, programs or infrastructure for pedestrians and bicyclists.

7.1b – Allocate City Staff to incorporate pedestrian and bicyclist programs, policies and infrastructure to future and unfunded City transportation projects.

In addition, at the time of writing the Safe and Healthy Streets Plan, the City is embarking on several efforts to improve the safety and mobility of pedestrians and bicyclists. Staff shall be allocated from Public Works Traffic & Transportation, and Engineering Divisions; Community Development Department, Glendale Police Department, and Community Services and Parks Department to sufficiently implement these projects. In addition, all current efforts shall be coordinated with the policies in the Safe and Healthy Streets Plan to ensure that pedestrian and bicyclist related items are incorporated into the City's proposed projects. Transportation projects currently in progress are listed below:

- Capital Projects – Implementation of the existing Bikeway Master Plan, Safe Routes to School, and regular, ongoing capital improvement projects.
- Planning Projects/Programs – Bikeway Master Plan Update (funded), Climate Action Plan (funded).

7.1c – Recommend a percentage of transportation dollars allocated to the City of Glendale to be spent on pedestrian and bicyclist related projects.

To ensure that staff time and resources are dedicated to the funding of projects that incorporate all modes of transportation, this plan recommends that a specific percentage of federal, state, regional and local funding be incorporated into pedestrian and bicyclist improvements for every transportation project in the City of Glendale. Not only is this policy in line with the City's existing policy framework, it will also streamline the existing construction process, adding consistency and regularity from what is now a project-by-project process.

7.1d – Establish a Pedestrian and Bicyclist Technical Advisory Team consisting of City Staff to coordinate all Pedestrian and Bicyclist Programs for the City of Glendale.

Upon adoption of the Safe and Healthy Streets Plan, it is highly recommended that the Traffic & Transportation Administrator officially establish a Pedestrian and Bicyclist Technical Advisory Team. This will be composed of City Staff from Public Works Traffic & Transportation and Engineering Divisions; Community Development Department, Police, and Community Services and Parks Department. The purpose of establishing this Advisory Team is to coordinate the implementation of all pedestrian and bicyclist programs for the City. This committee will work directly with all departments in the City to coordinate the City's Pedestrian and Bicyclist projects as recommended in the updated Bikeway Master Plan, the Safe and Healthy Streets Plan, Safe Routes to School Plan, Downtown Mobility Study and any future mobility related policy documents. The Pedestrian and Bicyclist Technical Advisory Team will be the primary staff team to work with the city Traffic & Transportation Administrator in implementing the policies in the Safe and Healthy Streets Plan and any other relevant pedestrian and bicyclist

policies, programs and infrastructure. It is important to note that this staff team has already been coordinated, specifically since the adoption of the PLACE Grant in 2008, to implement pedestrian and bicyclist programs, policies and infrastructure. This recommendation expands this coordination to an official capacity under the Traffic and Transportation Division of Public Works.

7.1e – Support to fund a currently vacant City staff position that directly contributes to pedestrian and bicyclist programs, including traffic safety and calming programs.

As the Safe and Healthy Streets Plan is being drafted, economic conditions have required the City of Glendale to do more with fewer resources. The Safe and Healthy Streets Plan highly recommends funding a position that directly affects the safety of pedestrians and bicyclists. This includes the position for Traffic Calming in the Traffic and Transportation Division of Public Works. As listed in the Funding Sources chapter in the Safe and Healthy Streets Plan, there could be grant opportunities that may fund staff positions at least on a temporary basis before being funded permanently by the City.

7.2 – Policy: Create organizations and work with existing organizations that will assist in the implementation of pedestrian and bicyclist policies, programs and facilities.

7.2a – Establish a TPC Pedestrian and Bicyclist Advisory Committee for the City of Glendale.

Establishing a committee composed of officials and residents is an essential component for creating advocacy and to ensure adoption of policies that will benefit pedestrians and bicyclists. A committee such as this serves as a liaison between the public and city staff. Establishing this committee will be helpful in relaying information to the public from the city, as well as serve as a formal setting for the public to voice concerns or opinions on issues facing pedestrians and bicyclists.



It is recommended that the City of Glendale establish a Committee from the Transportation and Parking Commission to specifically address pedestrian and bicyclist issues. The TPC Pedestrian and Bicyclist Advisory Committee will include representatives from the Transportation and Parking Commission and invite representatives from the Parks Commission, Planning Commission and concerned community members including residents and members of the business community. A set of standards will be developed between City Staff, Council

and Commissions to ensure that all members of the TPC Pedestrian and Bicyclist Advisory Committee have a vested interest in promoting walking and biking. Members selected will provide an outside source of expertise and perspective for the Technical Advisory Team.

7.2b – Receive assistance from consultants and not-for-profit organizations to fund positions or programs that directly benefit pedestrians and bicyclists in the City of Glendale.

While the Safe and Healthy Streets Plan recommends an extensive list of policies, programs and infrastructure improvements, the City and its respective officials and staff are not the only parties that can be responsible for implementing pedestrian and bicyclist projects, programs and infrastructure. There are many local, regional and national organizations that can provide assistance in the implementation of Safe and Healthy Streets Plan, whether it is for staff resources or capital projects. Specific organizations that have been of assistance to the City of Glendale since PLACE Grant was awarded in 2008 include the Los Angeles County Bicycle Coalition, The Los Angeles County Department of Public Health, the Federal Highway Administration, the Office of Traffic Safety, and California Walks. Additional organizations that may be of assistance to the City of Glendale include the Safe Routes to School National Partnership, America Walks, Alliance for Biking and Walking, Association of Pedestrian and Bicycle Professionals, National Complete Streets Coalition, California Bicycle Coalition, League of American Bicyclists, and America Bikes.

Through applying for grants or outside contracts, the City may be provided with additional assistance for capital programs and staffing on an as-needed basis. This will be primarily used for near-term implementation priorities and items that City officials and the Pedestrian and Bicyclist Advisory Committee determine as a high priority. The Safe and Healthy Plan supports this option to be available for the implementation of programs and infrastructure.

Policy 7.3 – Once funding is established, create positions within the City of Glendale that will directly manage the implementation of pedestrian and bicyclist programs, policies and infrastructure.

7.3a – Create a Pedestrian and Bicyclist Coordinator position to be the primary point of contact for the Pedestrian and Bicyclist Technical Advisory Team and the TPC Pedestrian and Bicyclist Advisory Committee.

It is recommended that in future years the city obtain a grant through state and federal agencies to fund the position of a Pedestrian and Bicycle Coordinator to assist the implementation of the Bikeway Master Plan, Safe and Healthy Street Plan recommendations and other relevant pedestrian and bicyclist policies, programs and infrastructure. The coordinator position will directly work under supervision of the Traffic & Transportation Administrator in the Public Works Department.

The coordinator will also work closely with members of the Technical Advisory Team and staff members in various departments throughout the City, as well as assist in the continued implementation of the Safe Routes to School Program.

The coordinator will also be liaison to the community, working with the TPC Pedestrian and Bicyclist Advisory Committee. The Pedestrian and Bicyclist Coordinator will be responsible for holding, organizing and managing City-sponsored pedestrian and bicyclist events, as well as be the key City staff person responsible for managing City information related to walking and bicycling. The coordinator will organize and inform City staff of relevant training sessions, conferences and City events. The position will maintain contact with various pedestrian and bicyclist-related organizations.

FUNDING SOURCES

8



Goal: Continue to aggressively pursue all available funding sources to support pedestrian and bicyclist infrastructure projects and safety programs.

Funding is perhaps the most critical component to ensuring the implementation of policy recommendations in the Safe and Healthy Streets Plan. Bicycle paths, lanes, and other infrastructure, safety classes, educational campaigns, and promotional activities all require some level of funding. And at a time when the demands on City resources have never been greater, outside funding will play a critical role in the successful implementation of the programs.

According to the U.S. Department of Transportation's Federal Highway Administration, pedestrian and bicyclist projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. For highway funding, bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations. Numerous other grant opportunities exist that provide support for recreational riding, as well as for pedestrian and bicyclist safety training.

Public Works Traffic & Transportation Division has a strong track record of obtaining federal, state, and local funds for transportation projects. The Division currently has over \$47,000,000 in transportation funds for various projects, including pedestrian and bicyclist safety related projects. The Division remains vigilant not to miss any funding opportunity to fund projects to improve the safety of pedestrians and bicyclists in the City.

A sample of potential funding sources is provided below. This list is by no means exhaustive, but rather intended to provide a broad overview of existing programs. A sample of the grants applied for and received by the Traffic & Transportation Division is also listed in the respective sections below.

A summary of Pedestrian and Bicyclist provisions of federal transportation legislation can be found at the Federal Highway Administration's website at:

<http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm#funding>

Greater detail regarding these provisions can be found at:

<http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

An excellent source of federal, state, and local funding sources can be found at the Los Angeles County Metropolitan Transportation Authority's website at:

http://www.metro.net/projects_studies/funding/images/2008_funding_sources_guide.pdf



8.1 - Policy: Continue to identify and pursue funding sources for the purpose of implementing pedestrian and bicycle projects and programs, including those recommended in the Safe and Healthy Streets Plan.

FEDERAL

Federal Safe Routes to School (SRTS) Program



US Department of Transportation
Federal Highway Administration
400 7th Street, SW
Washington, DC 20590

The purpose of this program is to improve the ability of primary and middle school students, in Kindergarten through eighth grade, to walk and bike to school safely. Proposed activities should be accessible to diverse populations, such as children with disabilities, and promote walking and biking to school as an attractive transportation alternative. Applicants should also maximize the impact of funds in the areas of increasing pedestrian safety and reducing traffic congestion, fuel consumption, and air pollution in primary and middle school neighborhoods.

The City of Glendale, Public Works & Traffic and Transportation Division is planning to apply for the next round of the Federal Safe Routes to School (SRTS) funding.

Urbanized Area Formula Program

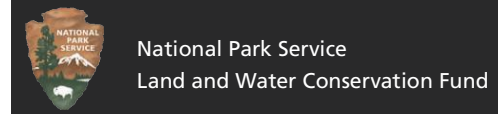


U.S. Department of Transportation
Federal Transit Administration
East Building
1200 New Jersey Avenue, SE
Washington, DC 20590

The purpose of this program is to provide capital and operating assistance for transportation projects in urbanized areas (UZAs). An UZA is an incorporated area with a population of 50,000 or more that has been designated as such by the U.S. Census Bureau. Awards under this program are available to finance planning and capital projects. Capital projects entail acquisition, construction, improvement, and maintenance of facilities and equipment for use in transit including bicycle access, storage facilities, and equipment for installing bicycles on mass transportation vehicles.

Land and Water Conservation Fund

California Department of Parks and Recreation
Office of Grants and Local Services (OGALS)
P.O. Box 942896
Sacramento, CA 94296-0001



The purpose of this program is to support the acquisition and development of outdoor recreation areas and facilities. This program provides funding for projects that plan to acquire new areas or expand existing areas to create public outdoor recreation opportunities. Development projects are also eligible for funding and may include the construction or renovation of existing facilities for outdoor recreation, as well as such associated facilities like lighting, parking, and restrooms. The construction of recreational trails is given a high priority.

This program is administered by the California Department of Parks and Recreation and supported by Federal Land and Water Conservation Funds from the National Park Service.

Recreational Trails Program

California Department of Parks and Recreation
Office of Grants and Local Services
P.O. Box 942896
Sacramento, CA 94296-0001



The purpose of this program is to support the acquisition and development of recreational trails. Assistance is available for the rehabilitation, maintenance, and acquisition of land for recreational motorized and non-motorized trails, and related facilities. Program funding is intended to cover such costs as appraisals, surveys, land purchases, personnel, construction, equipment, supplies, materials, relocation, operations, and other expenditures associated with non-motorized recreational trail projects.

This program is administered by the California Department of Parks and Recreation and supported by federal funds from the Federal Highway Administration (FHWA).

STATE

Safe Routes to School (SR2S) Program

California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001



The purpose of this program is to provide funding for construction projects that will result in improved safety for students who walk or bike to school. Improvements must be made on public property. Eligible activities may include those related to pedestrian facilities, traffic calming, traffic-control devices, bicycle facilities, or public outreach/education. The goals of the program are to reduce injuries/fatalities among school children and encourage increased walking/bicycling among students.

As part of Caltrans' 2009 SR2S Program, the City applied for and received a grant in the amount of \$898,560 to make safety-related improvements at the following six schools in the Glendale Unified School District: Balboa Elementary School, Columbus Elementary School, Dunsmore Elementary School, R.D. White Elementary School, Verdugo Woodlands Elementary School, and Wilson Middle School. The development of the grant application, including the identification of each school's individual safety-related improvements, was a collaborative effort involving administrators and staff of both the City and GUSD, parents of students, and local residents. A key element in the process was the conducting of a Safe Routes to School workshop which was attended by these stakeholders.

Similar in intent to the 2009 SR2S Program, the City has submitted a grant application for 2010 to Caltrans to fund safety-related improvements at six additional GUSD schools. These schools include Glenoaks Elementary School, Edison Elementary School, Lincoln Elementary School, Horace Mann Elementary School, John Marshall Elementary School, and Jon Muir Elementary School. The development of the grant application, including the identification of each school's individual safety-related improvements, was based upon input received in the Safe Routes to School workshop attended by a broad cross section of stakeholders. The 2010 SR2S grant application was for \$449,354, and was approved by Caltrans for funding. The funds will be available to the City by fall of 2011, thereby enabling the improvements to be completed in the summer-fall of 2012.

It is the long-term goal of the City to evaluate and apply for SR2S funds for every eligible school in the City.

State-Local Partnership Program (SLPP)

California Transportation Commission
Mail Station 52, Room 2231
1120 N Street
Sacramento, CA 95814



The purpose of this program is to support transportation improvements that will significantly benefit local communities. Projects should be geographically balanced, cost-effective, multimodal, safe, and reliable. Projects should also include a construction schedule and air quality improvements. Funding will be distributed among formula awards and competitive awards. Eligible project activities include improvements to bicycle or pedestrian safety or mobility.

Funding for this program is provided through Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Transportation Planning Grants: Community-Based Transportation Planning

California Department of Transportation (Caltrans)
Division of Transportation Planning, MS #32
P.O. Box 942874
Sacramento, CA 94274-0001

The purpose of this program is to fund transportation improvements that enhance mobility, access, economic vitality, and environmental protection. Transportation Planning Grants support close placement of housing and employment, efficient movement of goods, community involvement, pedestrian and bicycle mobility and access, smart and strategic land use decisions, and commuting alternatives. The Community-Based Transportation Planning component will support projects that are coordinated transportation and land-use projects that encourage community involvement and partnership.

Traffic Safety Grant Program

Proposal Submission
California Office of Traffic Safety
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758



The purpose of this program is to help state and local government agencies address traffic safety problems. Funding can be used to mitigate traffic safety program deficiencies, expand ongoing activities, or develop new programs including projects aimed at increasing safety awareness and skills among pedestrians and bicyclists.

On October 1, 2010, the Glendale Police Department was awarded a grant from the Office of Traffic Safety in the amount of \$254,795. Entitled "Pedestrian Education, Speed, and Distracted Driving Enforcement," the grant focuses on educating pedestrians and drivers about pedestrian safety and distracted driving in and around high collision areas.

Targeted enforcement operations will be conducted on an overtime basis. Enforcement operations will focus on speeding, red light running, distracted driving and other primary collision factors at or near intersections in the downtown area of the city. Pedestrian safety literature will be produced and disseminated by an educational task force in enforcement zones that will be based upon regularly reviewed collision data. An outreach program will be conducted at local high schools to teach about distracted driving, driving while under the influence, and the importance of making sound decisions.

Grant funds will be spent as follows:

- \$201,920.00 – Targeted overtime enforcement.
- \$36,000.00 – Equipment (two changeable message sign trailers with radar).
- \$8,375.00 – Educational materials (brochures).
- \$4,500.00 – Travel and training.
- \$4,000.00 – Contract services for school outreach program.

Bicycle Transportation Account (BTA)

Bicycle Facilities Unit, MS-1
Division of Local Assistance
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001



The purpose of this program is to provide state funds for city and county projects that improve safety and convenience for bicycle commuters. Grants must be used to support Bicycle Transportation Plans (BTPs) adopted by local agencies. Activities eligible for funding through this program include project planning, preliminary engineering, final design, right of way acquisition, and construction and/or rehabilitation. In order to qualify, the City's Bicycle Master Plan must be updated every five years. For this round of funding, eligible applicants are local agencies that have adopted a Bicycle Transportation Plan (BTP) between January 1, 2005, and December 31, 2009.

The City is currently in the process of updating its Bikeway Master Plan and thereby will be eligible to apply for the next round of BTA funding.

Highway Safety Improvement Program (HSIP)

California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001

The purpose of this program is to assist local governments with constructing safety improvements on public roads, public surface transportation facilities, publicly owned bicycle or pedestrian pathways or trails, and for various traffic calming measures on local public roads. Program funding is intended to eliminate or reduce the number and severity of traffic collisions at locations that have demonstrated transportation safety problems.

The City has applied for and received two grants as part of the HSIP program for two projects. The first, in the amount \$376,200, is for traffic safety improvements at the intersection of Honolulu Avenue, Verdugo Road, Montrose Avenue, and Verdugo Boulevard. This project will be completed in 2012. The second project, in the amount of \$322,640, will upgrade traffic signal for motorist and pedestrian safety at the intersection of Wilson Avenue, Harvey Drive, and Broadway. This project will also be completed in 2012.

California Kids' Plates Program (Part H): Gap-Grants

California Kids' Plates Program
Center for Injury Prevention Policy and Practice
SDSU Graduate School of Public Health
6475 Alvarado Road, Suite 105
San Diego, CA 92120



The purpose of this program is to support projects that prevent unintentional injuries and nonfatal hospitalizations among children and adolescents. Funding may be used to strengthen existing programs and to provide an opportunity for programs that have never addressed unintentional injury issues to begin working in this critical field of public health including programs related to pedestrian and bicycle safety.

COUNTY

Los Angeles County Metropolitan Transportation Authority (Metro): Call for Projects



Metro
ATTN: Call for Projects
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

The purpose of this program is to fund regional capital transportation projects and programs within Los Angeles County. This is a competitive program through which federal, state, and local transportation funds are awarded to the most regionally significant projects including projects for bikeway and pedestrian improvements. Metro accepts applications for projects every other year.

Measure R

In November 2008, Measure R was approved by a two-thirds majority of Los Angeles County voters, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next thirty years.

Measure R:

**You had the vision.
Thanks to Measure R,
now we have the tools.**



Some of Measure R's most immediate benefits will be for the 88 cities in Los Angeles County. Known as the "Local Return," 15% of all Measure R funds will go directly to the cities for projects such as major street resurfacing, pothole repairs, improving traffic congestion, bikeways, pedestrian improvements, streetscapes, traffic signal synchronization and local transit services.

The City of Glendale received \$491,969 in funds collected through December 2009 from Measure R. It is estimated that Glendale will receive as much as \$113 million for various transportation improvements during the thirty year life of the program.

FOUNDATIONS

Bikes Belong Grants Program - FY 2010



Bikes Belong Coalition
P.O. Box 2359
Boulder, CO 80306

The purpose of this program is to promote bicycling by generating a network of communities throughout the United States that will encourage people of all ages to bicycle for recreation and transportation. The goals of this program include increasing the number of bicyclists, promoting bicycling to the public, building political support for bicycling, and supporting bicycle advocacy groups that have the ability to increase the number of bicyclists in their communities.

UNC Highway Safety Research Center (HSRC): Creating Safe and Walkable Communities

University of North Carolina Highway Safety Research Center
CB# 3430
Chapel Hill, NC 27599



The purpose of this program is to help local communities improve pedestrian safety and walk-ability of neighborhoods, using the University of North Carolina Highway Safety Research Center's, "A Resident's Guide for Creating Safe and Walkable Communities". This guide has been designed to improve pedestrian conditions in communities using various methods for identification of pedestrian safety concerns. Benefits of pedestrian-friendly communities include safer environments for walking and bicycling.

Safe Routes Mini-Grants

National Center for Safe Routes to School
730 Martin Luther King Jr. Blvd, Suite 300
Campus Box 3430
Chapel Hill, NC 27599-3430



The purpose of this program is to support activities and projects that promote safe walking and/or bicycling to school. Activities funded by this program must be part of a broader walking and/or bicycling to school effort. Examples of eligible activities include, but are not limited to, the following:

- Students encouraging peers/parents to find opportunities to walk or bicycle to school
- Students developing and/or promoting school or district policies which are supportive of safe walking and bicycling to school

- Students working together to identify and resolve safe walking/bicycling accessibility issues

The Conservation Fund: Kodak American Greenways Grants - FY 2010

American Greenways Program
 The Conservation Fund
 1655 N. Fort Myer Drive, Suite 1300
 Arlington, VA 22209-2156



The purpose of this program is to foster the planning and design of greenways in communities throughout America. Greenways are corridors of protected, public, and private land established along rivers, stream valleys, ridges, abandoned railroad corridors, utility rights-of-way, canals, scenic roads, or other linear features.

Projects supported through this program should:

- Catalyze new greenway projects
- Assist grassroots greenway organizations
- Leverage additional money for conservation and greenway development
- Promote the use and enjoyment of greenways

Program support will also go to greenways projects that involve natural, cultural, and/or socio-political historical themes.

CORPORATIONS

REI

Since 1976 REI has contributed nearly \$29 million to nonprofit organizations in support of efforts to make outdoor activities welcoming and accessible to all people and promote stewardship of the outdoors. REI's annual giving budget is approximately 3 percent of the previous year's operating profits. In 2009 this amounted to \$2 million to more than 250 local and national groups.



The City would require a nonprofit partner such as the Glendale Parks & Open Space Foundation to access these funds.

PUBLIC/PRIVATE PARTNERSHIPS

The City is encouraged to explore public/private partnerships with community based businesses, health-care providers, and other organizations. These could include, but are not limited to, the Glendale Chamber of Commerce, the Downtown Glendale Merchants Association, the Montrose Shopping Park Association, Brand Boulevard Motor Car Association, Glendale Adventist Medical Center, Glendale Memorial Hospital, Verdugo Hills Hospital, Disney, Dreamworks Animation, Nestle, IHOP, Unum, Glendale Rotary, and Glendale Kiwanis.

Public/Private partnerships are a logical step for local businesses because bicyclists and pedestrians are potential customers with money to spend. Pedestrians and cyclists are more likely to stop and browse in local shops than motor vehicle drivers are because their mode of transportation places them closer to store fronts and moves at a slower pace. While statistics on the economic benefit of cyclists to local businesses are not readily available, it is interesting to note that a 2010 study conducted at the Nelson Institute for Environmental Studies at the University of Wisconsin-Madison found that bicycling contributes \$1.5 billion to Wisconsin's economy every year.

8.2 - Policy: Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.

As previously stated, Metro estimates that the City of Glendale will receive as much as \$113 million dollars in local return Measure R funds. These funds may be used for a variety of transportation improvements including pedestrian and bicycle infrastructure and safety measures. However, it is up to each city to determine how their local return funds will be spent. It is recommended that the Glendale City Council adopt a resolution, similar to that of the City of Los Angeles, which specifically designates 10 percent of all local return funds be devoted to pedestrian and bicyclist projects and programs.

ACTION PLAN

9



Section 1 – Introduction

This chapter is an Implementation Plan that provides a prioritized work plan of all critical path actions that the City of Glendale must take to implement recommendations in the Safe and Healthy Street Plan. This chapter includes the following:

- A phased implementation timeline for bicycle and pedestrian education, encouragement, enforcement, engineering and evaluation programs recommended in the Safe and Healthy Streets Plan, including:
 - Items in Progress – policies and programs already being implemented or to be developed during the creation of the Safe and Healthy Streets Plan.
 - Short-term actions – to be adopted within 1-2 years after the Safe and Healthy Streets Plan adoption.
 - Medium-term actions – to be implemented within 5 years after the adoption of the Safe and Healthy Streets Plan.
 - Long-Term actions – to be implemented within 5-10 years after the adoption of the Safe and Healthy Streets Plan.
- Additional studies needed in order to implement certain Safe and Healthy Streets Plan recommendations.

Section 2- Phased Recommendations

One of the key components in the Safe and Healthy Streets Plan is to not only improve the health and safety of Glendale residents and provide improvements for pedestrians and bicyclists, but to also implement policy, including those in the City's existing framework. The intention of the Safe and Healthy Streets Plan is to ensure that policy plans do not sit on the shelf, that they are actively referenced and incorporated into the City's capital projects, programs and activities.

Items in Progress –

Policies that are "In Progress" are items that are already being implemented or may be implemented in tandem with the adoption of the Safe and Healthy Streets Plan. These items are mainly focused on establishing improved communication and information about bicycling and walking in the City, as well as establishing resources and events that help promote improved safety, health, bicycling and walking with current infrastructure and financial capabilities. In addition, officially recognizing existing City policies that already benefit pedestrians and bicyclists are included. These policy recommendations include:

Education

- 2.1b - Establish a bicycle and pedestrian safety training program through the Community Services & Parks Department.

- 2.2c - Launch a motorist education campaign focused on speeding, aggressive behavior, and cell phone use.
- 2.4 - Continuing ongoing bicyclist and pedestrian education for City Staff through free or paid webinars.

Encouragement

- 3.1a - Establish City-organized rides and walks, including those that may include periodic street closures.
- 3.1d - Maintain and expand partnerships with all schools in Glendale to support/promote Safe Routes to School programs.

Enforcement

- 4.1b - Continue to place a high priority on enforcement of motorist, bicyclist, and pedestrian violations that most frequently cause injuries and fatalities among bicyclists and pedestrians.
- 4.2b - Eliminate mandatory bicycle licensing requirements, Glendale Municipal Code 10.60.010-100.

Engineering

- 5.2b - Continue with implementation of mobility standards that encourage walking, biking, and transit use.
- 5.2c - Continue expanding the City's bicycle parking facilities. Include installation of secure parking facilities for downtown or the Glendale Transportation Center.
- 5.2e - Incorporate pedestrian and bicyclist project review into all capital improvement projects. Continue referring to the Bikeway Master Plan and FHWA Pedestrian Safety Guidelines for all Capital Improvement projects.
- 5.4a - Establish bicycle parking requirements for private development and redevelopment.

Evaluation

- 6.1a - Recommend that current and future bicycle and pedestrian related policies and policy documents such as the Bikeway Master Plan and the Safe and Healthy Streets Plan be updated regularly with specific timelines and measurable goals.
- 6.1b - Require that the Bikeway Master Plan be updated every three years to be eligible for most State and Federal Funding Sources.
- 6.2a - Incorporate pedestrian/bicycle project implementation in the regular review of Capital Improvement Projects.
- 6.3a - Officially create a Pedestrian and Bicycle Technical Advisory Team composed of City Staff to evaluate pedestrian and bicycle policies.
- 6.4a - Conduct regular bicycle/pedestrian counts in September.

Resources and Staffing

- 7.1a - Expand staff resources from various City departments to incorporate bicycle and pedestrian programs, policies and infrastructure to City transportation projects currently in progress.
- 7.1d - Establish a Pedestrian and Bicycle Technical Advisory Team consisting of City Staff to coordinate all Pedestrian and Bicycle Programs for the City of Glendale.
- 7.2b - Receive assistance from consultants and not-for-profit organizations to fund positions or programs that directly benefit pedestrians and bicyclists in the City of Glendale.

Funding Sources

- 8.1 - Continue to identify and pursue funding sources for the purpose of implementing pedestrian and bicycle projects and programs, including those recommended in the Safe and Healthy Streets Plan.

Short-Term Items –

Shortly after the adoption of the Safe and Healthy Streets Plan, it will be imperative for the City to establish the supporting structure for policies, programs and infrastructure improvements 1-2 years after plan adoption. This will include but will not be limited to the formation of advisory groups, initiating the process for creating performance standards for policies and programs listed in this plan, as well as starting the process for securing funding for additional studies and plans needed to implement the remainder of Safe and Healthy Streets Plan policies. The following policies are recommended for adoption shortly after approval of the Safe and Healthy Streets Plan:

Education

- 2.1a - Establish bicycle and pedestrian safety training programs in collaboration with all schools in Glendale.
- 2.1d - Establish a community bike repair workshop with classes in bike maintenance.
- 2.1e - Establish bicycle riding skills classes for novice mountain bike riders.
- 2.2b - Adopt a Council Resolution supporting improved bicycle safety education in the California Department of Motor Vehicles Driver Education and Driving School Instructor Lesson Plans.
- 2.3a - Providing free bicycle and pedestrian maps, with safety information printed on back of the maps.
- 2.3b - Launching and maintain a City website with bicycle/pedestrian safety info, maps, and resources.
- 2.3c - Formulate public/private partnerships for safety/education campaigns for cyclists, pedestrians & drivers (public service announcements, brochures, events).
- 2.3d - Printing a Glendale edition of *Bicycling Street Smarts* bike safety booklet to be made available through local shops, parks, libraries, city offices, the Police Department, etc.

Encouragement

- 3.1c - Adopt City-sponsored ongoing promotions (such as Bike to Work Day and Car Free Fridays).
- 3.1e - Encourage citywide incentives for bicyclists and pedestrians.

Enforcement

- 4.1a - Report all bicyclist, pedestrian and bike/ped-related automobile crashes resulting in injuries or worse, and report all lower severity crashes, whenever possible. Publish a regular report of bicyclist and pedestrian related crashes compiled from the Statewide Integrated Traffic Records System (SWITRS). Include potential improvement goals and strategies for the future.
- 4.1c - Create a simple pocket guide of bicycle/pedestrian laws for Glendale.
- 4.1d - Approve the bicycle law enforcement training program contained in the National Highway Traffic Safety Administration (NHTSA) CD-ROM "Enhancing Bicycle Safety: Law Enforcement's Role" as part of Glendale Police Department's ongoing voluntary training.
- 4.1e - Adopt the National Highway Traffic Safety Administration (NHTSA) videos "Enforcing Laws for Pedestrians" and "Enforcing Laws for Bicyclists"
- 4.1g - Establish a distribution program for bicycle lights and helmets.
- 4.3b - Pass a resolution adopting provisions of AB 321- lowering speed limits near schools.

Engineering

- 5.2a - Strive to implement detailed pedestrian and bicycle design guidelines, derived from FHWA pedestrian and bicyclist safety guidelines, that exceed minimum state and federal standards, and to be incorporated into the Bikeway Master Plan, Safe Routes to School Plan, and other pedestrian or bicyclist related documents.
- 5.3 - Adopt a Complete Streets Policy and design standards in accordance with the California Complete Streets Act of 2008 so that transportation improvements in the City of Glendale will accommodate all users.

Evaluation

- 6.3b - Create a TPC Pedestrian and Bicycle Advisory Committee composed of representatives from the Transportation and Parking Commission, Planning Commission, Parks Commission and Glendale Residents.
- 6.3c - City Pedestrian and Bicycle Technical Advisory Team to conduct regularly scheduled updates to the TPC Pedestrian and Bicycle Advisory Committee on the implementation of pedestrian and bicycle policies and the Safe and Healthy Streets Plan.
- 6.4b - Conduct a review of pedestrian/bicycle collision reports on a regular basis. Establish safety goals.
- 6.4c - Conduct an inventory of bike racks, lanes, shared lane markings, etc. on a regular basis to chart the progress of implementing this infrastructure. Adopt performance measures for Capital Improvements as a result of this inventory.

Resources and Staffing

- 7.1b - Allocate City Staff to incorporate pedestrian and bicycle programs, policies and infrastructure to future and unfunded City transportation projects.
- 7.1c - Recommend a percentage of transportation dollars allocated to the City of Glendale to be spent on pedestrian and bicycle related projects.
- 7.2a - Establish a TPC Pedestrian and Bicycle Advisory Committee for the City of Glendale.

Funding Sources

- 8.2 - Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.

Medium-Term Items –

Items to be implemented within 5 years include establishing all City-administered encouragement and education programs, refining and developing additional performance measures, securing funding for more capital intensive projects, completing all supporting policy studies and documents to the Safe and Healthy Streets Plan, as well as implementing policies requiring coordination with state, county and non-governmental agencies. Policies recommended to be implemented in the next five years include:

Education

- 2.1c - Work with the Glendale Police Department and the Los Angeles Superior Court system to establish a bicycle/pedestrian traffic school curriculum in lieu of other penalties for bicycle/pedestrian related traffic law violators.
- 2.2a - Incorporate enhanced bicycle/pedestrian safety training into driving school and driver education programs in Glendale.

Encouragement

- 3.1b - Create novice mountain bike trails and a mountain bike skills park.

Enforcement

- 4.2a - Modify Glendale Municipal Code 10.64.025 regarding bicycle riding on sidewalks.
- 4.3a - Pass a resolution supporting change of state law regarding speed surveys and 85th percentile.

Engineering

- 5.1a - Maintain and update traffic calming measures in the Glendale Traffic Calming Program.
- 5.2d - Establish and encourage bicycle sharing facilities.

- 5.2f - Pursue inexpensive and experimental pilot projects for pedestrians and bicyclists that can be made permanent whenever a pilot project is successful or dropped when it is not.

Evaluation

- 6.4d - Adopt performance measures and benchmarks for the implementation of education, encouragement and enforcement programs.
- 6.4e - Support and coordinate with outside agencies and consultants to assist the City in evaluation programs.

Resources and Staffing

- 7.1e - Support to fund a currently vacant City staff position that directly contributes to bicyclist and pedestrian programs, including traffic safety and calming programs.
- 7.3a - Create a Bicycle/Pedestrian Coordinator position to be the primary point of contact for the Pedestrian and Bicycle Technical Advisory Team and the TPC Pedestrian and Bicycle Advisory Committee.

Long-Term Items –

Items to be implemented within 5-10 years under this category are higher cost projects that are capital, operations and maintenance intensive or high-level policies that require multi-jurisdictional coordination. However, if nearer-term recommendations are implemented in the Safe and Healthy Streets Plan, the projects and policies listed below will further benefit the health, safety and enrichment of Glendale residents. Recommendations from the Safe and Healthy Streets Plan include:

Enforcement

- 4.1f - Produce bicycle/pedestrian information/education videos for Police officers and for the public.

Engineering

- 5.3a - Revise Circulation element to include Level of Service measurements for pedestrians, bicyclists and transit users. Update street classifications/typologies to include enhanced pedestrian and bicyclist accommodation.

Evaluation

- 6.5 - Policy: Support alternatives for measuring level-of-service.
- 6.6a - Pursue Bike Friendly Community Status from the League of American Bicyclists.
- 6.6b - Apply for a Walk Friendly Community Designation.

Section 3: Additional Studies Needed

While many of the policy recommendations in the Safe and Healthy Street plan involve implementation of existing citywide policies and establishing funding for educational programs, this section lists additional studies recommended in order to implement certain Safe and Healthy Streets Plan recommendations:

- Update the existing Bicycle Master Plan
- Develop a Complete Streets Plan
- Launch studies to analyze Bicyclist, Vehicular and Pedestrian Crash Data in the City of Glendale

RESEARCH AND DATA

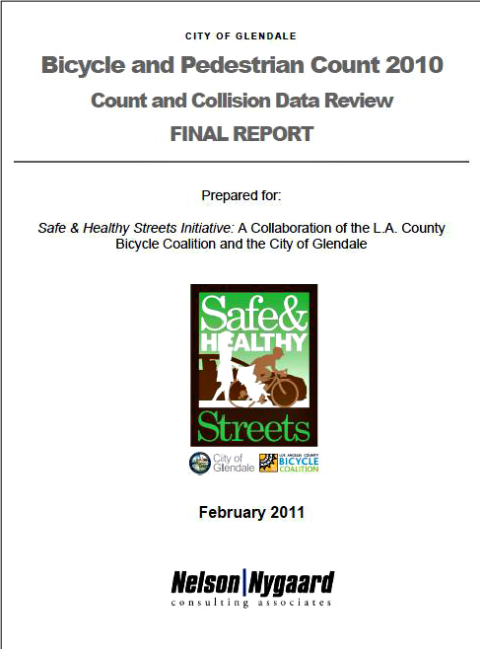
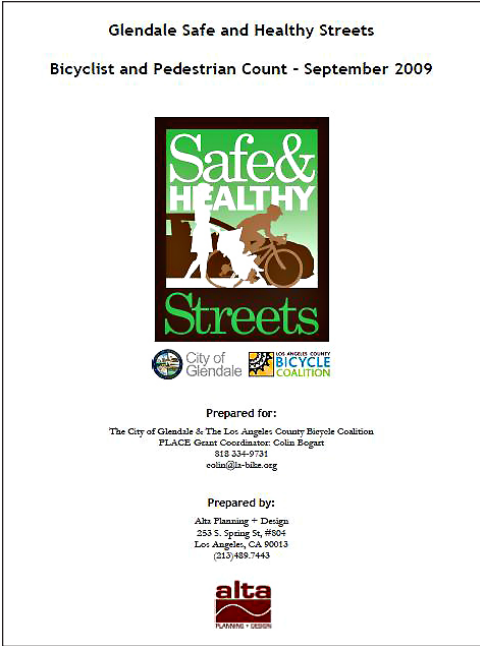
10



The policies in the Safe and Healthy Streets Plan are informed, in part, by the following research and outreach conducted specifically for this plan. The information gathered is available through website links in the Appendix of this plan and are intended to be used for other City of Glendale plans, policies, or capital improvement projects.

Bicyclist and Pedestrian Count September 2009 and 2010

On September 16 and 19, 2009, the Safe & Healthy Streets Team and eighty-five volunteers conducted a city-wide bicyclist and pedestrian count. The count was conducted using standardized methodology at twenty-four different locations during the morning and evening commute times on September 16 and late morning of September 19. Counts were also conducted near Hoover and Glendale High Schools during the afternoon dismissal on September 16, via City traffic cameras at 6 additional locations in central and south Glendale, and at seven of the 24 primary locations, earlier in the morning of the 19th. The purpose of the count was to set a baseline of information about where and how many people are walking and biking in Glendale. The locations were carefully chosen based on existing or proposed bike routes, key activity centers, known areas of pedestrian or bicyclist activity, and locations with the highest number of pedestrian or bicyclist collisions. Locations were also chosen along the Safe & Healthy Streets physical project corridor in south Glendale. The count is intended to be repeated yearly at the same locations, during the same time frames, and on the same approximate days of the month so that comparisons can be made that will be used to evaluate projects implemented since the previous count and to inform future improvements for bicyclists and pedestrians. The Safe & Healthy Streets Plan includes yearly bicyclist and pedestrian counts as a way of measuring current riding and walking patterns and evaluating capital improvement projects or programs.

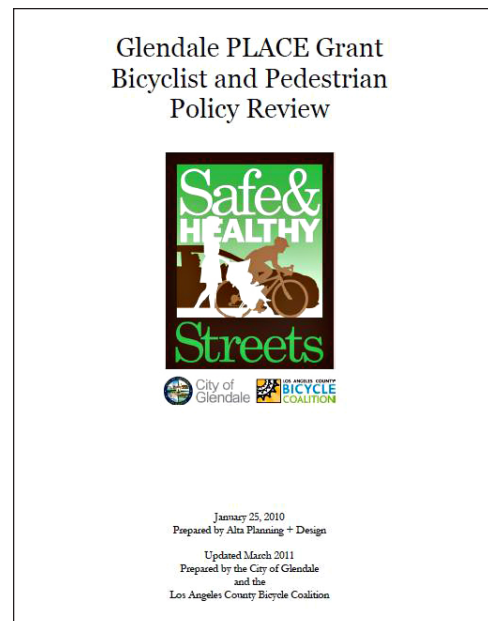


In 2010, the second city-wide bicyclist and pedestrian count was conducted on September 22 and 25. The 2010 count included all of the same locations except for one that was removed

and one location that was added. The days of the week and the times of day were the same. Although fluctuation is expected from year to year, the overall volume of pedestrians and the overall volume of bicyclists went down in 2010. It's likely that the weather in 2010 played a factor in the drop. Compared to ideal weather conditions in 2009, the 2010 count featured unusually cold weather on the 22nd and unusually hot weather on the 25th which was the first day of a record-breaking heat-wave that peaked on the 27th. Despite expected fluctuations in volume and the changes in 2010 that may have been weather related, some of the locations that showed the highest volume in 2009 also emerged as the highest volume locations in 2010. The count data also shows that the behaviors of cyclists in 2009 remain in 2010, including a relatively high percentage of sidewalk riding and riding without a helmet. As this plan is being written, a final report on the findings of the 2010 count is being drafted and will be included in the Appendix of this Plan. As stated above, the Safe & Healthy Streets Plan encourages yearly pedestrian and bicyclist counts in order to identify trends in pedestrian and bicyclist activity that will help to inform policy, program, and infrastructure decisions in the future.

Policy Peer Review Study

In the fall of 2009, Alta Planning conducted a Policy Peer Review Study of Glendale's existing bicyclist and pedestrian policies, to compare them to bike/ped policies of other cities, and made recommendations for policy improvements or additions in Glendale. The document is intended to serve as a reference tool for the Safe & Healthy Streets Plan and any other bicyclist or pedestrian plan or policy the City may wish to consider.

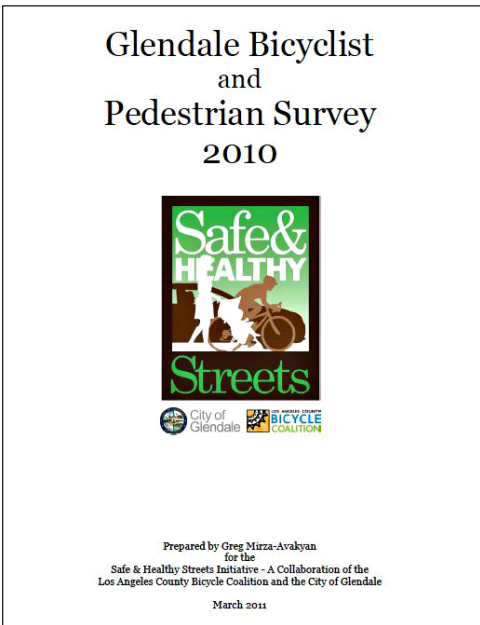


Bike to Work Day Surveys – May 2009 and 2010

As part of Bike to Work Day in Glendale, May 14, 2009 and May 20, 2010, all bicyclists visiting one of the designated “pit-stops” in the City were asked to complete a survey developed by the L.A. County Bicycle Coalition and Metro. Bike to Work Day is promoted County-wide by Metro and encourages people to try riding a bike to work for at least one day. “Pit-stops” are locations where the cyclists can stop for a drink and a snack as well as other free items like patch kits, bike lights, and discount coupons. There were four official Glendale stops in 2009 and 47 cyclists completed the survey. In 2010, there were five official stops and 39 cyclists completed the survey. The survey included questions about the cyclists’ participation in Bike to Work Day, their normal commute distance, age, gender, and helmet use.

Bicyclist and Pedestrian Survey 2010

In an effort to collect more information to supplement the feedback collected at the fall 2009 Community meetings, a bicyclist and pedestrian survey was created and placed online for public input. The survey sought to collect more detailed information about the walking and biking habits of people who live, work, go to school, or visit Glendale. The survey was launched in February of 2010 and closed in mid-August 2010. Two hundred and fifty-two surveys were completed. The data collected is to be used to provide background for policies in the Safe & Healthy Streets Plan, as well as other City documents including the Bikeway Master Plan and the Pedestrian Safety Action Plan.



POLICY STRUCTURE AND COORDINATION

11



The Safe and Healthy Streets Plan is consistent with the existing City of Glendale policy framework, ongoing regional planning efforts and current state requirements.

CITY OF GLENDALE DOCUMENTS

City of Glendale General Plan

Required by the state of California, the General Plan is the City's principal document for guiding community policies for growth, land use and development. Updating the General Plan to incorporate sustainable, multi-modal transportation policies is an existing goal for the City. The Safe and Healthy Streets Plan is intended to coordinate local pedestrian and bicycle policies into a single policy document so these can be incorporated into the General Plan. Once the General Plan is updated, projects consistent with these policies may be made eligible for funding and implementation at the federal, state and local level.

Community Plans

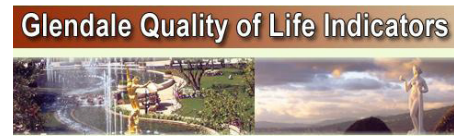
The City is currently preparing a series of individual community plans as part of updating the City's General Plan. While the Safe and Healthy Streets Plan will coordinate pedestrian and bicycle policies citywide, Community plans will coordinate policies for specific neighborhoods. Public outreach in the plan process will allow local residents, businesses and property owners to tailor transportation policies to reflect local needs. Design issues relating to pedestrian and bicyclist infrastructure such as building setbacks, streetscapes, infrastructure improvements, and facilities will be addressed as part of each plan.

Long-Range Plan

An effort to obtain public input was conducted in early 2006 to gain the community's insights about City Services that need improvement. This effort provided opportunities for the public to set priorities for public spending, with the goal of improved service and long-term fiscal health of the City. Expansion of transportation options, such as improvements of pedestrian and bicycle opportunities, was encouraged by this plan. The Glendale Safe and Healthy Streets Plan is consistent with goals to improve traffic and transportation as outlined in the Long Range Plan.

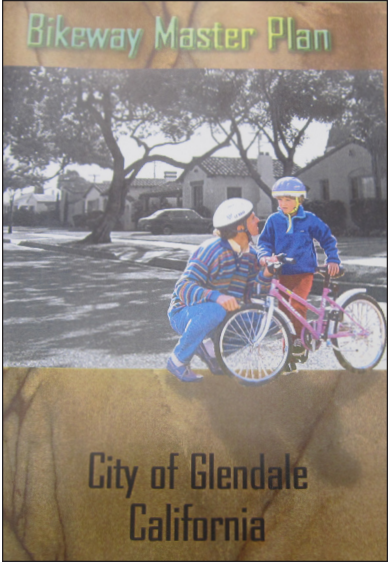
Glendale Quality of Life Indicators

Glendale tracks quality of life indicators on a regular basis to monitor trends and identify areas that need to be addressed in the City to improve the life for those living and working in Glendale. Some of the measured indicators relate to improving public health, improving recreational opportunities and access to safe walking opportunities. The Safe and Healthy Streets Plan is consistent with Glendale's goal to improve public health through improvements to pedestrian and bicycle facilities.



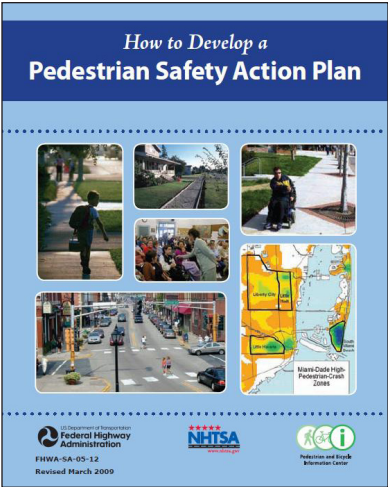
Glendale Bikeway Master Plan

Adopted in 1995, the existing Bikeway Master Plan sets a series of goals and objectives for bicycling in the City. It documents existing bicycle facilities, provides a crash analysis, recommends a citywide bicycle network and facilities as well as bicycle related programs, and provides costs estimates for infrastructure improvement and sets funding and implementation priorities. The Bikeway Master Plan is in the process of being updated, and is being worked on concurrently with the Safe and Healthy Streets Plan to ensure consistency between the two documents. While the Safe and Healthy Streets Plan will focus on big-picture pedestrian and bicyclist related policies, the updated Bicycle Master Plan will focus on current and proposed bicycle routes, signs, and other bicycle-specific capital improvement projects.



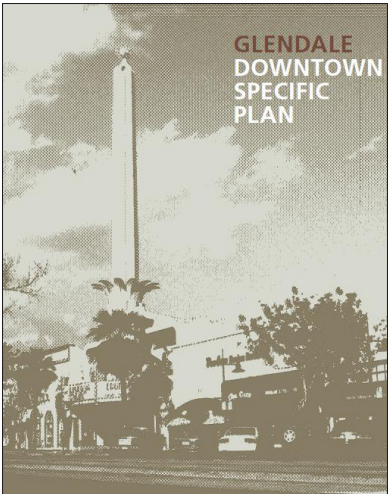
Glendale Pedestrian Safety Action Plan

In 2009, a seminar was presented by Federal Highway Administration staff and consultants in conjunction with the State Department of Public Health. It focused on the application and template to draft a Pedestrian Safety Action Plan, which contains detailed policy, practices, and design elements affecting pedestrian safety. The template contains a toolbox of effective and proven measures, thereby allowing communities to focus resources on those projects, programs, and policies which are most likely to reduce crashes and increase the number of walking trips. The policies in the Safe and Healthy Streets Plan are consistent with this template.



Downtown Specific Plan

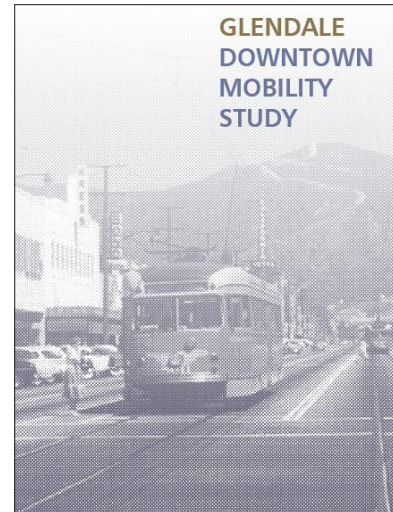
The Downtown Specific Plan is a mixed-use, urban design plan that establishes the desired physical vision for downtown Glendale through a set of policies, incentives, and requirements. It sets the physical standards and guidelines as well as land use regulations, and directs policies for transportation development; parking; pedestrian amenities and open space. Policies in the Downtown Specific Plan contain many policies supported in the Safe and Healthy Streets Plan, including the construction of bicycle routes and facilities, identifying primary pedestrian and bicyclist priority streets and



encouraging pedestrian activity and improved bicycle travel throughout downtown Glendale.

Downtown Mobility Study

The Downtown Mobility Study complements the Downtown Specific Plan. It was developed to accommodate expected growth in downtown Glendale, achieving Glendale's vision of a vibrant multi-use downtown, without significantly increasing auto congestion or impacting quality of life. The Mobility Study provides policies to simultaneously accommodate new growth and enhance mobility downtown. The policies in the Safe and Healthy Streets Plan are supported in those in the Mobility Study, which include policies prioritizing alternative modes of transportation, a variety of pedestrian related improvements to infrastructure downtown as well as measuring alternate levels of service to prioritize the movement of people versus cars at intersections.



ADJACENT JURISDICTIONS

Coordination with Neighboring Jurisdictions for policies in the Safe and Healthy Streets Plan

Pedestrian and bicycle safety policies and improvements become more effective when coordinated with those of neighboring jurisdictions. Safe and Healthy Streets Plan outreach efforts were included in the community outreach efforts for the North Glendale Community Plan, including a special meeting of the North Glendale Advisory Committee devoted to discussion of transportation issues including bicycle lanes. During North Glendale Community Plan outreach, pedestrian and bicyclist improvements were discussed with planners in La Canada Flintridge, Los Angeles County and the City of Los Angeles. Additionally, Glendale planners met with members of the Crescenta Valley Town Council who were invited to attend outreach meetings concerning the development of the community plan. Glendale met with representatives of the Glendale Unified School District for schools in the Crescenta Valley to discuss their concerns, as well. Los Angeles County include bike lanes on Foothill Boulevard following discussions to coordinate efforts as recommended by the North Glendale Community Plan Advisory Committee and Glendale staff.

REGIONAL PLANNING

Southern California Association of Governments (SCAG)

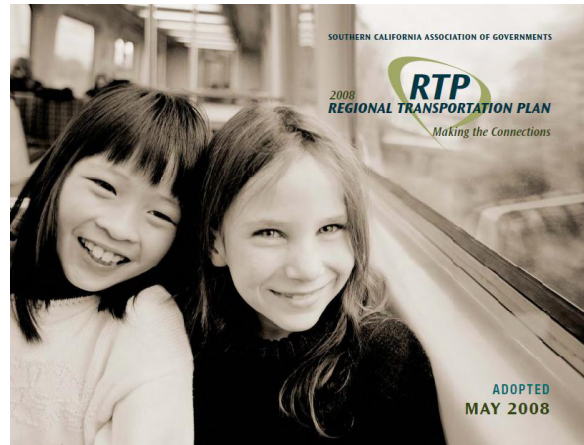
Glendale falls under the purview of the SCAG Metropolitan Planning Organization (MPO), which is responsible for regional planning for Los Angeles

and neighboring counties within this region. Glendale belongs to the SCAG San Fernando Valley sub-region, a newly formed unit that will cover regional issues at a local level. Two main regional transportation planning efforts managed by SCAG are the Regional Transportation Plan and the Compass Blueprint. While the Regional Transportation Plan serves to coordinate regional transportation projects for local, state and federal funding and prioritization, the Compass Blueprint focuses on local policy actions to improve quality of life, including transportation and air quality.



Regional Transportation Plan (RTP)

The Southern California Association of Governments adopted the 2008 Regional Transportation Plan (RTP) in 2008. The purpose of the RTP is to provide a framework at the regional level to address the SCAG region's transportation and related challenges such as poor air quality. The RTP identifies strategies that preserve and enhance the existing transportation system and that integrate land use into transportation planning. Beginning in the 1980s, a major shift occurred in the



SCAG region away from building roadways and into transit projects and services. Between 2000 and 2005, regional transit use increased by more than 16 percent.

RTP and the Safe and Healthy Streets Plan

The Safe and Healthy Streets Plan is consistent with the RTP goal of improving transportation options within the existing system. Additionally, improvements to walking and bicycling facilities dovetail with statewide efforts to reduce greenhouse gases (GHG), another challenge to transportation in our region, which continues to have the worst air quality in the nation. Transportation is the largest source of GHG emissions in California, representing 38 percent of emissions, and emissions from the transportation sector have grown more rapidly than from other sources over the past ten years. Safe and Healthy Streets Plan efforts to improve facilities and increase pedestrian and bicycling activities provide for local implementation of regional RTP policies.

SCAG Compass Blueprint

Glendale has a history of implementing SCAG's Compass Blueprint, a blueprint for regional growth to address these challenges and provide for livability, mobility, prosperity - sustainably for the future. Compass Blueprint represents

a plan that, with only modest changes to development patterns, can point the region toward maintained and improved quality of life. Compass Blueprint strategies for efficiencies in land use also lead to reduction in regional production of greenhouse gases.



SCAG is responsible for implementing regional strategies to achieve statewide goals for greenhouse gas reduction, transportation, housing and other state issues. Additionally, Glendale is working with SCAG to implement their Sustainable Communities Strategy as required by SB 375 (2008) as part of addressing impacts to climate change required by AB 32 (2006). A Sustainable Communities Strategy (SCS) requires coordination of housing and transportation for reductions in greenhouse gases on a regional scale. SCAG is presently drafting their SCS and it is unknown to what extent, if any, Glendale will modify local policies to meet regional objectives. However, Glendale is currently developing a Greener Glendale Plan that will serve as Glendale's climate action plan (CAP) as required under AB 32 and which will identify local actions and programs for greenhouse gas reduction.

SCAG and the Safe and Healthy Streets Plan

Glendale's Safe and Healthy Streets Plan is part of Glendale's strategy for reducing greenhouse gases because it identifies local pedestrian and bicycle policies and programs that are transportation alternatives to single-occupant vehicles. Coordination of various levels of pedestrian and bicycle policies and programs in the Safe and Healthy Streets Plan including identification of desired pedestrian and bicycle street improvements, education to raise awareness of pedestrian and bicycle facilities, connections to other agencies with similar concerns (such as Safe Routes to School), and recognition of the need to match funding to desired improvements will result in a community that is safer and healthier, a community with an improved quality of life.

Credits

“Safe & Healthy Streets Team”

Colin Bogart, PLACE Grant Coordinator, L.A. County Bicycle Coalition

Kevin C. Carter, P.E., Civil Engineer II, Public Works Engineering

Sgt. John Gilkerson, Police Department

Jennifer Klausner, Executive Director, L.A. County Bicycle Coalition

Lt. Gary Montecuollo, Police Department

Michael Nilsson, AICP, Mobility Planner, Planning Division

Capt. Carl Povilaitis, Police Department

Marc Stirdivant, Senior Administrative Analyst, Community Services and Parks

Fred Zohrehvand, Senior Planner, Public Works Traffic and Transportation

L.A. County Department of Public Health

Jean Armbruster, Director of PLACE Program

Gayle Haberman, PLACE Policy Analyst

City Staff

James E. Starbird, City Manager

George Chapjian, Director of Community Services and Parks

Jess Duran, Director of Community Services and Parks

Stephen M. Zurn, Director of Public Works

Hassan Haghani, AICP, Director of Community Development

Chief Randy Adams, Police Department

Chief Ron De Pompa, Police Department

Cindy Cleary, Director of Libraries, Glendale Public Library

Chief Harold Scoggins, Fire Department

Jano Baghdanian, P.E., PTOE, Traffic and Transportation Administrator

Roubik R. Golanian, P.E. City Engineer, Public Works Engineering

Thomas E. Mitchell, P.E., Assistant Traffic and Transportation Administrator

Wayne C. Ko, P.E., Principal Traffic Engineer, Public Works Traffic and Transportation

Alan Loomis, Principal Urban Designer, Planning Division

Laura Stotler, AICP, Principal Planner, Planning Division

Dennis H. Ambayec, P.E., Senior Civil Engineer, Public Works Engineering

Stephanie Reich, AIA, LEED AP, Senior Urban Designer, Planning Division

Chuck Wike, Community Relations Manager, Glendale Public Library

Credits

Volunteers and Community Supporters

We would like to thank all of the people who helped make the Safe & Healthy Streets Plan initiative a success.

Alen Alenkin	Maurice Grants	Dorothy Le	Lydia Ray
Idamys Alvarez	Ann Gray	Manya LeFian	Mike Reed
Eric Anderson	Arye Gross	Guillaume Lemoine	Carlos Reyes
Jennifer Appleberry	Matt Gunnell	Camille Levee	Jennie Rickert
Louie Arce	Tomer Gurantz	Jonathan Livesay	Matt Robertson
Shirley Arce	Jeero Habeshian	Scott Lowe	Barbara Rowe
Molly Arevalo	Susan Hallgren	Charlotte Lucero	Anna Rundle
Elen Asatryan	Eric Hamilton	Tom Lucero	Elizabeth Sadlon
Rye Baerg	Andrea Hansen	Allison Mannos	Kenneth Salmon
Jasmine Barte	Joan Hardie	Ric Marconi	Glen Schmuetz
Alek Bartrosouf	Booth Hartley	Ramon Martinez	Joshua Schpok
Robyn Battles	Katherine Harvey	Helen McDonagh	Lisa Schulz
Lena Bozoyan	Eric Havrilesky	Ron McGill	Joe Scopacasa
Lynn Brandstater	Maureen Hearn	Bill McGough	Janice Seaman
Sally Browder	Jen Heaslip	Sean McQuaid	Martha Sensel
Tom Bunn	Joanne Hedge	Narek Megerdich	Kara Sergile
Shukry Cattan	Thomas Hill	Steve Messer	Kristen Shadburn
Phongsak Chouchomsuk	Cindy Hong	Sarinea Messerkhani	Arpiné Shakhbandaryan
Shannon Cistulli	William Hooper	Dave Meyers	Abby Shamray
Matt Clark	Anoush Hovsepian	Jen Meyers	Robert Stoughton
Jill Cooper	David Houston	Rod Miller	Bob Thompson
Cindy Coan	Erik Hovland	Greg Mirza-Avakyan	Linda Torres
Bill Collier	Monica Howe	Banner Moffat	Clarence Treat
Jeanett Cordon	Herbie Huff	Greg Mooshagian	Elson Trinidad
Steve Curry	Christine Hunt	Dave Moreno	Mike Tsaparian
Dale Dawson	Doug Jackson	Launa Morosan	Bari Turetzky
Alan Deane	Suzy Jacobs	Garen Nadir	Ray Vargas
Marie Dennis	Sherri James	Bruce Nelson	Arlene Vidor
Michael Dennis	Susan Jekarl	Bob Nicksin	Rene Vildoza
Jen Diamond	Annie Jensen	Cathy Nicksin	Jack Wagner
Patrick Dickson	Christine Jerian	Diego Nunez	Bill Weisman
Nike Doukas	Elise Kalfayan	Lola Nunn	Cory Wilkerson
Steve Edberg	Greg Kalfayan	Marisol O'Connor	F. Eugene Wilkerson
Mark Elliot	Lawrence Kalfayan	Neil Okamoto	Nathalie Winiarski
Lameese Elqura	Alissa Kauffman	Tzoler Oukayan	Dorothy Wong
Carol Feucht	Hans Keifer	William Owings	Stephani Wong
Phil Franco	Corey Keizer	Viktoriya Pakhanyan	Aram Yeghiagarian
Ken Frederick	Matt Kelly	Scott Peer	Noam Yemini
Charlie Gandy	Nancy Kent	Jen Petersen	Lance Zavela
Gil Garcetti	Joe Kertes	Stephanie Piazza	Jen Zelenka
Brooke Geer Person	Justin Klein	Steve Pierce	Torsten Zorn
Gene Gleeson	Erik Knutzen	Cassandra Pruett	
Traute Gleeson	Val Krupsky	David Pura	
Elissa Glickman	Hannah Lazarus	Paul Rabinov	

Appendices

<http://www.ci.glendale.ca.us/planning/safeandhealthystreets.asp>

- Bicyclist and Pedestrian Count September 2009 and 2010
- Bicyclist and Pedestrian Survey Results 2010
- Bike to Work Day Surveys – 2009 and 2010
- Policy Peer Review Study
- Safe and Healthy Streets Community Feedback Meetings 2010
- Safe and Healthy Streets Community Outreach Meetings 2009

