

1 Why a Citywide Pedestrian Plan

The Citywide Pedestrian Plan is an initiative to make Glendale a safe, pleasant, and convenient place to walk or roll—whether for work, school, shopping, or just for fun.

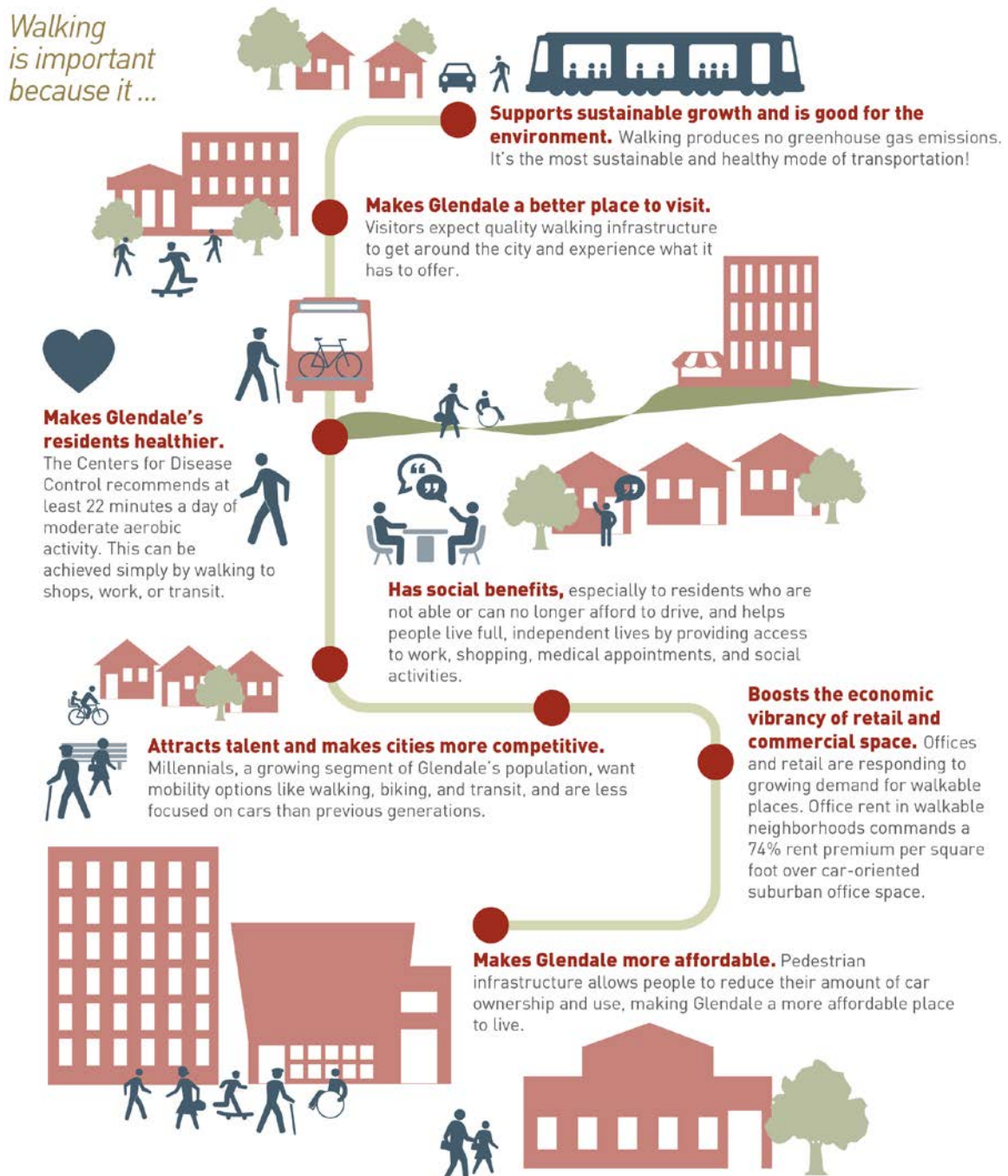
Taking Steps is the second of two parts of the Glendale Pedestrian Plan. The first part—Taking Stock—explored existing conditions facing pedestrians in Glendale, analyzed walking data and trends, and outlined best practices from other cities. Taking Steps builds on that work to provide a blueprint for making it easier and safer to walk in Glendale over the coming years. The plan includes seven chapters, which identify the projects, programs, and policy changes needed to make Glendale an even better and safer place to walk:

- **Chapter 2: What We've Heard** summarizes the feedback we received throughout the development of the Citywide Pedestrian Plan. This includes community outreach efforts, input from the Pedestrian Safety Advisory Committee (PSAC), and findings from the walk audits, during which community members helped assess walking conditions on select streets.
- **Chapter 3: Setting Priorities** establishes priority areas for pedestrian investments in Glendale, based on safety, equity, and pedestrian demand.
- **Chapter 4: Identifying Projects** outlines specific pedestrian projects for implementation, arranged in five categories: (1) safety corridors; (2) first- and last-mile transit access; (3) grant-ready projects; (4) filling gaps in pedestrian infrastructure; and (5) other projects, including safe routes to school, PSAC-identified projects, and other city priorities.
- **Chapter 5: Building Programs and Setting Policies** lays out the programs, policies, and procedures that—alongside infrastructure—will play a critical role in setting the direction for walking-related education, encouragement, and enforcement in Glendale.
- **Chapter 6: Moving to Action** outlines implementation steps, including a timeline and cost to implement the Citywide Pedestrian Plan. This includes both short- and long-term action plans, as well as funding sources.
- **Chapter 7: Measuring Success** identifies the performance indicators that allow us to measure our progress over time toward meeting the goals of this plan.
- **Chapter 8: Taking Steps** is a call to action from the Pedestrian Safety Advisory Committee to make Glendale a more walkable city.

Chapter 1: Why a Citywide Pedestrian Plan sets the stage for the Taking Steps report. It outlines the importance of walking; the “good and bad” of walking or rolling in Glendale today; the need for pedestrian investments; and the plan’s vision and goals.

Why is walking important?

Walking is important because it ...



Sources: Centers for Disease Control; City Observatory; National Association of Realtors; Smart Growth America and the Center for Real Estate and Urban Analysis; American Automobile Association

What makes it pleasant to walk in Glendale today?

Glendale is already a good city for walking in many places, and has made considerable investments in sidewalks, crossings, and other types of pedestrian projects. The city counts among its strengths:

- Examples of high-quality pedestrian infrastructure, like curb extensions, pedestrian islands, speed humps, textured pavement, traffic diverters, traffic circles, and rectangular rapid flashing beacons (Figure 1-2)
- Good sidewalk coverage on most of Glendale’s major streets (Figure 1-3)
- A mix of destinations within walking distance in many neighborhoods
- A relatively high level of accessibility for people with disabilities, including curb ramps on the majority of city streets
- A robust Safe Routes to School (SRTS) Program, including educational programs and grant-funded infrastructure improvements at 20 Glendale elementary schools
- A new pedestrian safety campaign, Be Street Smart Glendale (Figure 1-1), that educates people walking, driving, and bicycling about the rules of the road
- Existing policy guidance related to pedestrian infrastructure, including a Complete Streets policy and the Safe and Healthy Streets Plan (Figure 1-2)

Figure 1-1 Be Street Smart Glendale Safety Campaign



Source: Be Street Smart Glendale (bestreetsmartglendale.com)

Figure 1-2 High-Quality Pedestrian Infrastructure in Glendale



Curb extension in downtown Glendale
Photo from the City of Glendale



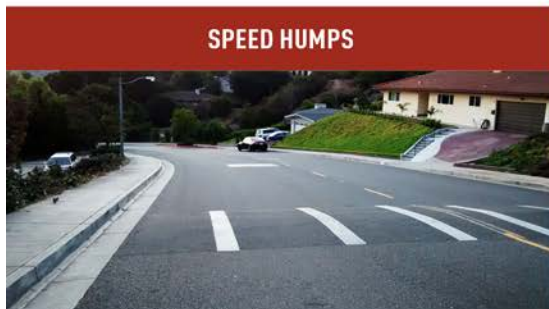
RRFB in Glendale
Photo from the City of Glendale



Pedestrian island in Glendale
Photo from the City of Glendale



Radar speed sign in Glendale
Photo from Nelson\Nygaard



Speed hump on Fern Drive in Glendale
Photo from Nelson\Nygaard



Traffic diverter in Glendale
Photo from the City of Glendale



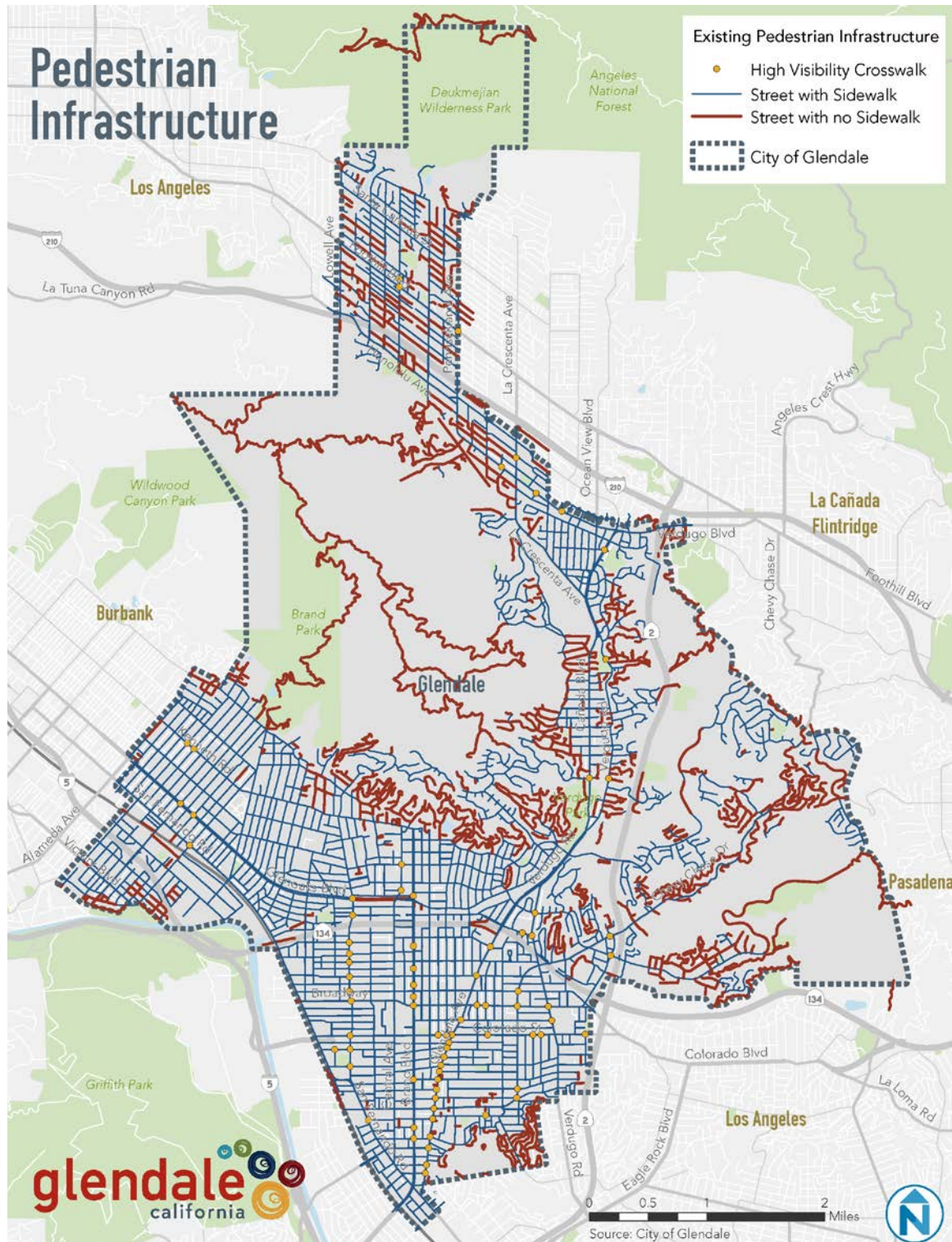
Textured pavement at Montrose and Honolulu in Glendale
Photo from Nelson\Nygaard

Source: Nelson\Nygaard and the City of Glendale



Traffic circle on Fern Drive in Glendale
Photo from Nelson\Nygaard

Figure 1-3 Existing Sidewalk and Crosswalk Infrastructure in Glendale¹



¹ Some of the areas indicated as having no sidewalks may have trails that are parallel to or near the street.

What are the challenges facing pedestrians?

Despite the city’s strengths and recent accomplishments, pedestrians face certain challenges in Glendale. The most important of these is safety: the number of pedestrian collisions every year in Glendale remained relatively consistent between 2003 and 2013 (Figure 1-4), and older adults and youth are dramatically overrepresented in the collision data (Figure 1-5). In 2014 and 2015, the trends were similar to the previous ten years, with 102 collisions in 2014 and 141 in 2015. More than 40% of pedestrian collisions in Glendale occurred on just 17 corridors, making these priority areas for improvement.

Figure 1-4 Collisions Involving Pedestrians, by Severity, 2003 to 2013²

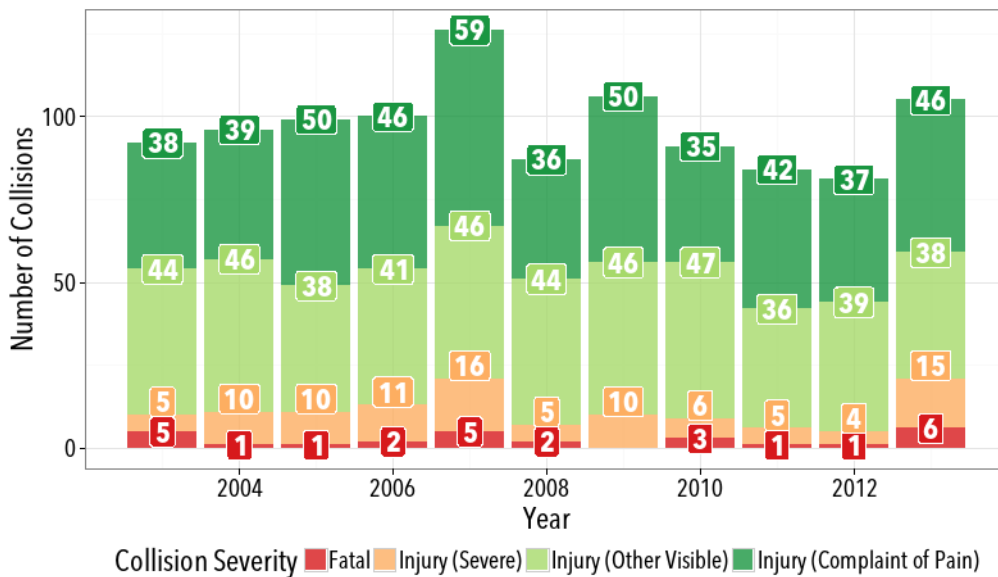
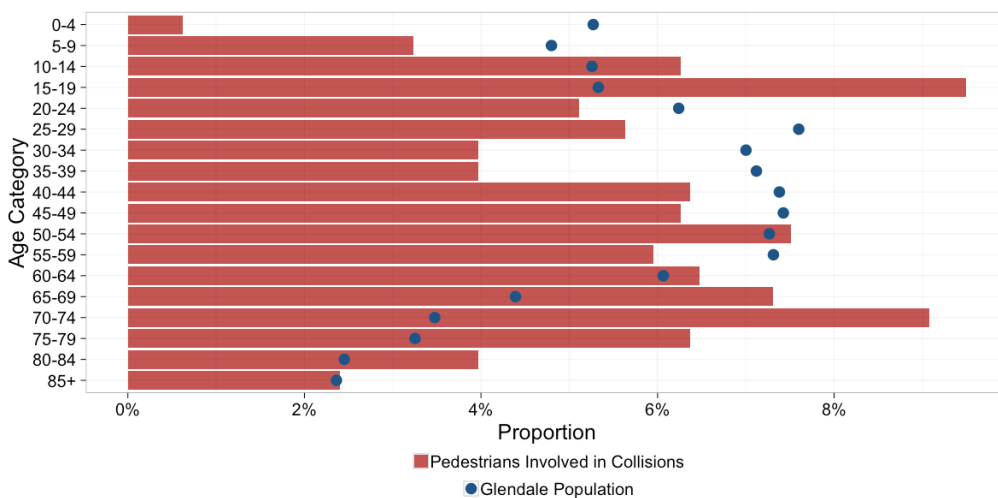


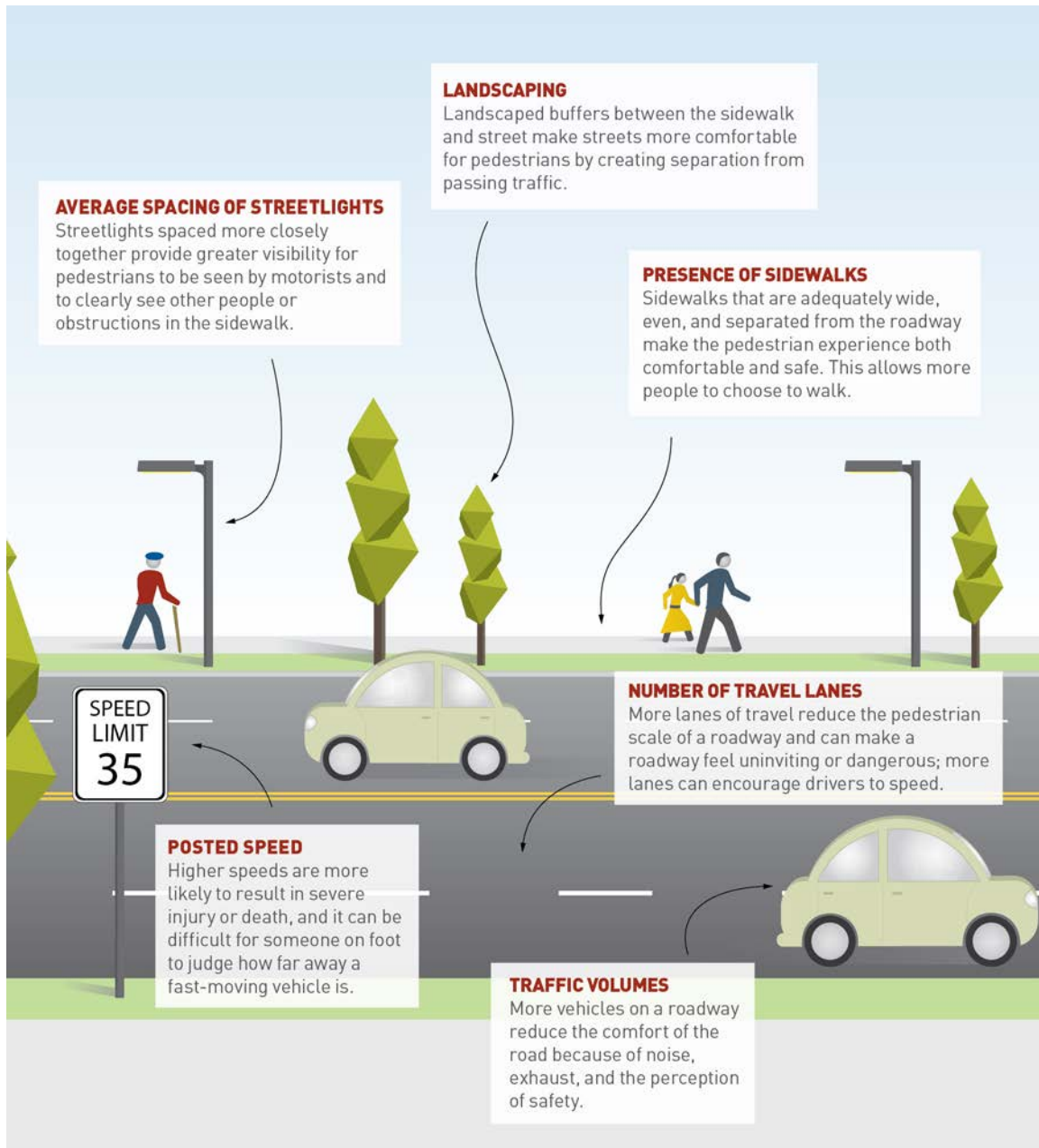
Figure 1-5 Age of Pedestrians Involved in Collisions, 2003 to 2013³



^{2,3} Data represented in both Figure 1-4 and 1-5 does not include 2014 and 2015 due to the time the data was available and the type of analysis performed. Trends remained consistent into 2014 and 2015.

The pedestrian safety challenges in Glendale are not limited to the built environment, but include driver and pedestrian behavior, as well as city policies. Glendale is characterized by largely auto-oriented development, with wide roads that support high speeds and long distances between signalized crossings. Many roadways therefore represent significant barriers to pedestrian mobility, comfort, transit access, and safety, and inform the engineering recommendations in this plan. Elements of comfortable streets for people walking are described in Figure 1-6.

Figure 1-6 Elements of Pedestrian Comfort



Source: Nelson\Nygaard

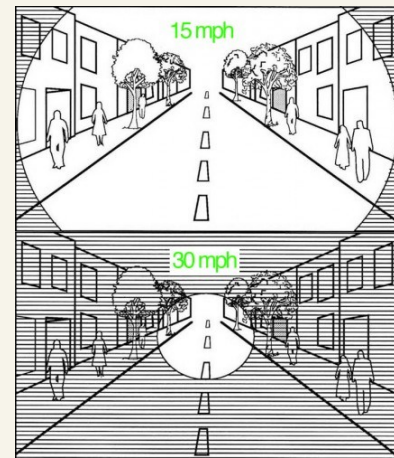
DISTRACTED DRIVING AS A CHALLENGE FACING PEDESTRIANS

Distracted driving happens when a person driving a vehicle diverts their attention from the wheel to another activity, such as talking on the phone, tending a child in the backseat, or tuning the radio. Cell phone use is one of the biggest causes of distracted driving in the U.S. today: In a 2013 study on the relationship between distracted driving and traffic deaths involving people walking and biking, cell phone-related distracted driving was cited in almost 20% of distracted driving deaths involving pedestrians and cyclists.³

National data shows that people with smartphones use them during 88 out of every 100 driving trips.⁴ The National Highway Traffic Safety Administration (NHTSA) found that talking or texting while driving degrades driver perception and performance and leads to decreased safety for people walking.⁵ Distracted drivers have slower reaction speeds in response to pedestrians entering the roadway and pay less attention to activity in their peripheral vision, which means their overall field of vision is narrower than drivers who are not distracted. Distracted drivers are 300% more likely to hit people walking along road shoulders and 150% more likely to hit them in marked crosswalks.⁶

From designing streets to slow traffic to establishing and enforcing policies outlawing cell phone usage while driving, the City of Glendale can take action to address this challenge facing people walking in Glendale today.

Figure 1-7 Field of Vision at Different Speeds



Source: streets.mn

Figure 1-8 *Don't Text While Driving* Public Service Announcement in Seattle



Source: City of Seattle

³ Robert Wood Johnson Foundation, Culture of Health Blog. Accessed from http://www.rwjf.org/en/culture-of-health/2013/10/study_pedestrianb.html?cid=xtw_pubhealth

⁴ Zendrive Distracted Driving Behavior Study. Accessed from <http://blog.zendrive.com/distracted-driving/>

⁵ NHTSA, Effect of Electronic Device Uses on Pedestrian Safety Literature Review (Report No. DOT HS 812 256), 2016. Accessed from <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812256-effectelectronicdeviceusepedestriansafety.pdf>

⁶ Robert Wood Johnson Foundation, Culture of Health Blog. Accessed from http://www.rwjf.org/en/culture-of-health/2013/10/study_pedestrianb.html?cid=xtw_pubhealth

Glendale residents shared their perspectives on walking in the city during four public engagement activities that took place during the spring and summer of 2016. At these events, people identified improvements that would get them walking more; the top three were (1) slower car speeds, (2) better traffic enforcement, and (3) safer, more visible crosswalks. Chapter 2 provides additional information about public feedback on Glendale’s pedestrian challenges and opportunities.

Figure 1-9 Early Pedestrian Plan Engagement Activity



Source: HereLA

Why are investments needed?

Investments in pedestrian infrastructure and policies are necessary for six key reasons: safety, access to transit, residents' preferences, physical activity, social equity, and affordability.



Investments in pedestrian infrastructure and policies save lives.

For the past ten years, nearly 100 pedestrians have been involved in collisions every year in Glendale. In 2013, one pedestrian was killed by a motor vehicle every two months. In 70% of vehicle-pedestrian collisions between 2004 and 2013, police deemed the vehicle at fault. Investments in pedestrian infrastructure save lives by preventing vehicle-pedestrian collisions.



Pedestrian investments support transit ridership.

For typical transit riders, the beginning and end of a transit trip consists of two walking trips. When these walking trips are safer and more pleasant, people are more likely to use transit. This in turn greatly improves regional mobility—especially for people without access to motor vehicles.



People want to live in communities where walking is a viable transportation option.

Demand for walkable neighborhoods has increased in recent years, particularly among millennials and seniors. Glendale's population is growing, and people are seeking safer and more pleasant places to walk.



Investments in pedestrian infrastructure make us healthier.

The United States Surgeon General recommends a minimum of 30 minutes of daily physical activity for adults. Individuals can achieve this target simply by choosing to walk to neighborhood destinations or transit, if the route is safe and welcoming enough for them to do so.



Pedestrian investments are a cost-effective way to improve social equity.

People with lower incomes, youth, seniors, and people of color are more likely to rely on walking as a primary mode of transportation. They are also over-represented in collisions involving pedestrians in Glendale.



Pedestrian investments make Glendale more affordable.

AAA estimates the average yearly cost of car ownership in 2016 at \$8,558. Pedestrian investments can help people drive less or own fewer vehicles; they are an important way to make Glendale more affordable for everyone.

What are the vision and goals of this plan?

VISION

Glendale will be a **great place to walk**, leading to a community that is **safer, healthier, more sustainable, and economically vibrant**.



Goal 1: Make Walking Safer

- Reduce the number of crashes and eliminate traffic-related injuries and fatalities
- Use an integrated and multi-pronged approach to reduce vehicle speeds and save lives
- Protect vulnerable populations and account for pedestrian needs first in planning and design
- Institute a culture of safety to get more people walking for more trips
- Teach and reinforce safe driving and walking behavior, including techniques to prevent distracted driving



Goal 3: Build Walkable Places for All

- Prioritize improvements in pedestrian priority areas to meet mobility and safety needs
- Make investments that improve health and promote equity
- Serve people of all ages and abilities
- Make walking a part of everyday life in Glendale



Goal 2: Create Connected and Complete Communities

- Make connections to the places people need to and want to go
- Provide seamless connections to transit and ensure access to community assets
- Enhance streetscapes to create vibrant public spaces with wide sidewalks, active frontages, and pedestrian amenities
- Make walking more pleasant by extending trees and landscaping into the street network



Goal 4: Organize for Implementation

- Maximize impact within existing capital investments and pursue new funding sources
- Pursue opportunities for low-cost, interim solutions as well as creative maintenance solutions
- Communicate, coordinate, and integrate activities across city departments
- Maintain high-quality pedestrian infrastructure citywide
- Report on progress annually