

6 Moving to Action

Every journey starts with a single step. The following near-term, mid-term, and long-term action plans use data to outline the recommended approach for implementing projects identified through the Citywide Pedestrian Plan.

Chapter 6 integrates the Pedestrian Plan’s prioritization strategy and project types into phased project lists. These project lists outline Glendale’s first implementation steps. From near-term, low-cost projects such as pavement and crosswalk markings, to more intensive projects over a five- to ten-year horizon, this section provides a focused approach for Glendale’s first 25 years of pedestrian investments.

As detailed in Chapter 4, the Pedestrian Plan identifies a range of project types based on the plan’s vision and goals, including safety projects, first and last mile connections to transit, and Safe Routes to School (SRTS). These project types reflect plan goals. Additionally, pedestrian improvements identified through complementary planning processes such as Metro’s Active Transportation Strategic Plan, State of Good Repair, Metro’s First Last Mile Strategic Plan, or City of Glendale corridor studies were also integrated into the plan’s prioritized project lists. These lists provide recommended and planned walking improvements in Glendale, identified to help meet the Pedestrians Plan’s vision and goals.

The first phase of this action plan describes projects that should be tackled in the first five years of implementation, in any order. The estimated budget for each phase includes soft costs and contingency estimates. The total amount required to complete the projects in all three phases is \$52,856,000 (Figure 6-1). Details regarding individual project cost estimates can be found in Figure 6-11 through Figure 6-13.

Figure 6-1 Preliminary Summary Cost by Phase

Phase	Total Cost
Short-Term: The First Five Years	\$ 27,156,500
Medium-Term: The Next Ten Years	\$ 16,173,000
Long-Term: The Last Ten Years	\$ 9,526,500
TOTAL	\$ 52,856,000

The medium- and long-term project lists will help direct resources, project implementation, and grant application submittals. The plan’s phases are defined in accordance with the anticipated costs to complete the work.

Phased Implementation

Some areas of the city will need more investment than others to become great places to walk. However, even the most complex, costly, or controversial projects can start with modest, incremental improvements. In most cases, it is not necessary to implement all elements of a pedestrian project at a single point in time. The level of design, outreach, and costs for improvements at a particular location can be substantial. However, that should not be a barrier to beginning implementation.

For example, this Pedestrian Plan’s recommended Safety Corridor projects identify solutions at a variety of locations along a given corridor, and they *do not all need to be done at once* to improve pedestrian safety. Some project elements will require an additional design phase (e.g., lane reconfiguration or adding protected bike lanes). Other project elements, such as changes to signal timing for leading pedestrian internals (or “pedestrian head starts”), high visibility crosswalks, and curb extensions, can be implemented more quickly as resources allow. Painting crosswalk markings or testing a proposed design with low-cost materials can build support for and refine a project before the city decides to make it permanent.

Figure 6-2 outlines immediate steps the city can take on some of the plan’s highest priority projects, which include the types of “quick implementation” project elements described in the sections that follow. This immediate implementation list is provided to ensure that project design and construction proceeds as quickly as possible, recognizing that full project funding for many safety corridor projects will not be immediately available.

Figure 6-2 Preliminary Immediate Implementation List

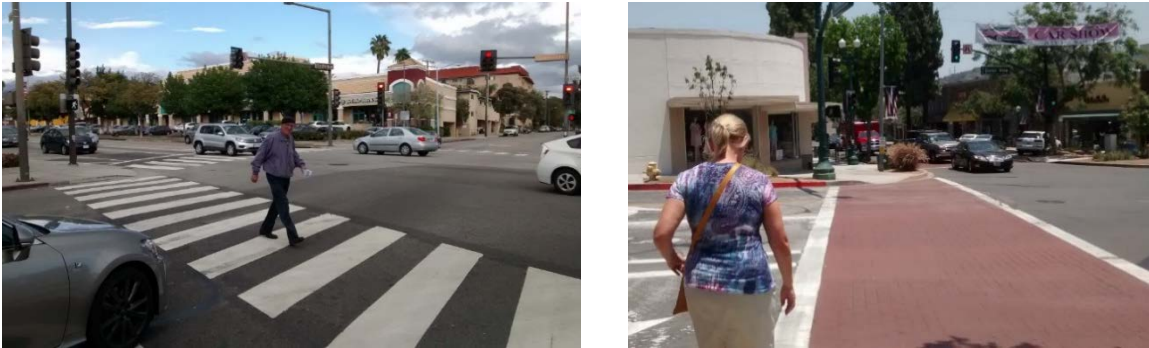
Project Location	Recommendations
N Pacific Ave from W California Ave to Ivy St (Corridor 2)	<ul style="list-style-type: none"> ▪ Add zebra crosswalks on California ▪ Consider removing left-turn lane and add curb extensions or add protected left-turn phase off Pacific ▪ Add high visibility crosswalks and pedestrian head starts on Wilson; consider curb extensions
S Glendale Ave from E Maple St to E Cypress St (Corridor 3)	<ul style="list-style-type: none"> ▪ Upgrade zebra crossing at Palmer to median refuge island; move to N leg to maintain left turns ▪ Add curb extensions across Glendale at Chevy Chase ▪ Upgrade zebra crossing at Raleigh to median refuge island ▪ Upgrade zebra crossing at Garfield to median refuge island; move to N leg to maintain left turns ▪ Add curb extensions across Glendale at Windsor
N Glendale Ave from E Doran St to E Broadway (Corridor 4)	<ul style="list-style-type: none"> ▪ Add curb extensions on Glendale at California (N and S legs) to increase visibility and reduce crossing distance ▪ Eliminate right turn lanes on Glendale at Broadway and add curb extensions; add zebra crosswalks on all legs
E Colorado St from S Brand Blvd to S Kenwood St (Corridor 5)	<ul style="list-style-type: none"> ▪ Upgrade zebra crossing at Kenwood to a median refuge island ▪ Add high visibility crosswalks and curb extensions across Colorado at signalized intersections
E Colorado St from S Adams St to Lincoln Ave (Corridor 6)	<ul style="list-style-type: none"> ▪ Upgrade marked ladder crossing to median refuge islands at Porter, Lincoln, Fisher, and Lafayette

Project Location	Recommendations
E Wilson Ave from N Central Ave to N Adams St (Corridor 7)	<ul style="list-style-type: none"> ▪ Install zebra crosswalks and curb extensions on all cross streets
Glenoaks Blvd from Linden Ave to Sonora Ave (Corridor 8)	<ul style="list-style-type: none"> ▪ Eliminate right-turn lane on S leg of Western; add curb extensions ▪ Add zebra crosswalks on N and S legs of Sonora and S leg of Allen ▪ Consider removing left-turn lane from N and S legs of Sonora and add curb extensions
N San Fernando Rd from Raymond Ave to Davis Ave (Corridor 9)	<ul style="list-style-type: none"> ▪ Reconstruct curb ramps on S leg of Justin and square up crosswalks ▪ Zebra crosswalks on N and S legs of Justin ▪ Protected left turns off of San Fernando or pedestrian head start
San Fernando Rd from W Garfield Ave to W Los Feliz Rd (Corridor 11)	<ul style="list-style-type: none"> ▪ Add median refuge island crossing at Garfield (N leg to maintain left turns) ▪ Add curb extensions across all feasible legs on Chevy Chase; add zebra crosswalks ▪ Add curb extensions across San Fernando at Los Feliz
N Brand Blvd from E Doran St to E Colorado St (Corridor 12)	<ul style="list-style-type: none"> ▪ Add zebra crosswalks at all mid-block crossings; add curb extensions throughout ▪ Add protected left turn phase at Caruso Ave
S Brand Blvd from E Maple St to E Garfield Ave (Corridor 13)	<ul style="list-style-type: none"> ▪ Add curb extensions across Brand at Garfield
N Pacific Ave from W Stocker St to Burchett St (Corridor 14)	<ul style="list-style-type: none"> ▪ Add median refuge island, flashing beacon, and zebra crosswalk at Arden ▪ Close right-turn lane on SW corner of Glenoaks and add curb extensions ▪ Add zebra crosswalks to all legs of Glenoaks ▪ Upgrade zebra crossing at Palm to median refuge island and flashing beacons ▪ Eliminate left turn lanes on Stocker; add curb extension on SE and NW corners and zebra crosswalks on all legs
N Central Ave from W Glenoaks Blvd to W Wilson Ave (Corridor 15)	<ul style="list-style-type: none"> ▪ Add zebra crosswalk at all legs at all signalized intersections ▪ Consider curb extensions at cross streets with on-street parking ▪ Add pedestrian head starts at intersections with high pedestrian volumes
E Doran St from N Central Ave to N Glendale Ave (Corridor 16)	<ul style="list-style-type: none"> ▪ Eliminate SB right-turn lane on Jackson and add curb extensions ▪ Eliminate left-turn lanes on all approaches of all cross streets ▪ Add speed humps from Louise to Glendale to minimize cut-through traffic and to slow speeds
La Crescenta Ave from Montrose Ave to Honolulu Ave (Corridor 17)	<ul style="list-style-type: none"> ▪ Add curb extensions on Montrose (design for future bike lane on both Montrose and La Crescenta, including evaluation of back-in angle or parallel parking on Montrose); add zebra crosswalks to all legs ▪ Upgrade zebra crossing at Piedmont to median refuge island; reconfigure W leg of Piedmont to shorten crossing distance ▪ Add zebra crosswalks to all legs at Honolulu and La Crescenta
Orange St from Broadway to Doran	<ul style="list-style-type: none"> ▪ Add protected left turn phase on Orange for turns onto Lexington or add pedestrian head start ▪ Add zebra crosswalks to all signalized intersections

Crosswalk Markings

High visibility “zebra” crosswalk markings with advanced warning signs clearly delineate the pedestrian crossing zone and help make pedestrians more visible. Crosswalk markings can be implemented during routine pavement marking maintenance for relatively low cost.

Figure 6-3 Existing Pedestrian Crosswalks in Glendale



Traffic Control and Signal Changes

Most pedestrian collisions occur at intersections, which are the “mixing zones” where turning vehicles create multiple points of conflict with people walking. Pedestrian safety at intersections can be improved through changes to signals that separate walking movements from vehicle turning movements.

Figure 6-4 Pedestrian Head Starts, Protected Left-Turn Phases, and No Right Turns on Red Reduce Driver/Pedestrian Conflicts



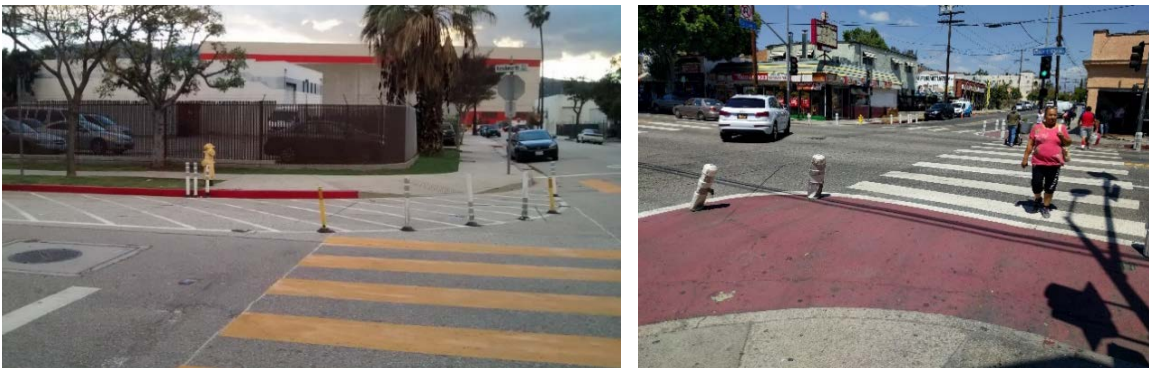
Pilot-to-Permanent Approach

Curb extensions and pedestrian safety islands shorten pedestrian crossing distances by narrowing the roadway. These elements can be piloted with low-cost materials including pavement markings and delineator posts. The pilot-to-permanent approach allows for quick implementation and the chance to observe project impacts prior to permanent installation. However, project elements should take into account existing streetscape plans for different roadway users to ensure long-term compatibility. For example, the design of curb extensions at intersections should not extend into the space needed for planned bikeways.

Figure 6-5 Painted Curb Extensions and Temporary Pedestrian Safety Islands in Seattle



Figure 6-6 Painted Curb extensions in Glendale and Los Angeles



Project Action Plans

The near-, medium-, and long-term action plans to advance pedestrian projects in Glendale are presented on the following pages. Each project includes specific recommended improvements, the source of the project or reason it is needed, other considerations (for planning and implementation), and project costs (when available). Maps corresponding to the three phases (Figure 6-9 through Figure 6-11) precede tables with more detailed information (Figure 6-12 through Figure 6-14). Schematics for the safety corridor projects can be found in Chapter 4, and a more detailed project list is available in Appendix A.

Figure 6-8 The First Five Years: Short-Term Phase



Figure 6-9 The Next Ten Years: Medium-Term Phase



Figure 6-10 The Last Ten Years: Long-Term Phase



Figure 6-11 The First Five Years: Short-Term Phase

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
1	Broadway from Jackson St to Wilson (Corridor 1)	Lane Configuration Infrastructure Improvements	<ul style="list-style-type: none"> 4-2 lane reconfiguration maintaining left turns at intersections and parking. Add parking-protected bike lanes. Install curb protected loading zone at Glendale High School. See Corridor 5 for Glendale intersection. 	<ul style="list-style-type: none"> History of collisions at signalized and unsignalized intersections on 4 lane road Cedar is a bike route Broadway Average Daily Traffic (ADT) is less than 20k – recommend for lane reconfiguration and add bike lanes 	\$254,000
2	Glendale Ave from Maple St to Cypress St (Corridor 3)	Enhanced Crosswalks Lane Configuration	<ul style="list-style-type: none"> Add curb extensions across Glendale Ave at Windsor and Chevy Chase Dr; or consider 4-3 lane reconfiguration on Chevy Chase, which is a planned bike route. Cypress St high priority grant ready project to reduce conflict points. Upgrade zebra-stripe crosswalks to median refuge islands at Palmer, Raleigh, and Garfield. 	<ul style="list-style-type: none"> History of collisions throughout corridor on 5 lane road Planned wide curb lane 	\$567,000
3	Cerritos Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Curb extensions across Brand Blvd at San Fernando and Cerritos. Pedestrian push buttons at Cerritos Ave crossing. 	<ul style="list-style-type: none"> Phase 3 SRTS Construction expected in in 2018 	Funded <i>Not costed as part of Pedestrian Plan</i>
4	Thomas Edison Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add zebra-stripe crosswalk across Pacific Ave at Riverdale and Vine, across Riverdale Dr at Kenilworth, and across Vine St at Kenilworth. Reduce curb radii and add curb extensions across Riverdale Dr at Kenilworth, across Vine St at Kenilworth Ave. Create a midblock crossing with curb extensions across Vine St between Kenilworth and Pacific. Add advanced stop bars on Pacific Ave at Riverdale and Vine, and on Vine St at Kenilworth. Add pedestrian crosswalk sign and advanced yield bars and signs on Vine St at Kenilworth Ave. Add audible pedestrian signals on Pacific Ave at Vine and at Riverdale. Add pedestrian countdown signals on Pacific Ave at Vine St. 	<ul style="list-style-type: none"> Phase 3 SRTS Construction expected in in 2018 	Funded <i>Not costed as part of Pedestrian Plan</i>
5	Wilson Ave from Central Ave to Adams St (Corridor 7)	Enhanced Crosswalks	<ul style="list-style-type: none"> Designate Wilson Ave as a pedestrian priority street. Add zebra-stripe crosswalks and curb extensions all cross streets between Central Ave and Adams St. 	History of collisions at signalized intersections	\$2,409,000
6	Brand Blvd from Doran St to Colorado St (Corridor 12)	Lane Configuration Enhanced Crosswalks Operational Improvements	<ul style="list-style-type: none"> Eliminate extra lanes to make Brand consistently 2 lanes in each direction with a median or turn pockets at intersections. Eliminate right-turn lanes and identify creative uses for reclaimed space. Add a protected left turn phase at Caruso Ave. Add curb extensions at Colorado, Harvard, and Broadway. Add zebra-stripe crosswalks and curb extensions at all mid-block crossings. 	<ul style="list-style-type: none"> History of collisions at signalized intersections and marked mid-block crosswalks City is considering adding full traffic signals at existing pedestrian crossings Brand/Broadway Station was identified for First Last Mile connectivity improvements in the ATSP 	\$2,479,000
7	Brand Blvd from Maple St to Garfield Ave (Corridor 13)	Enhanced Crosswalks	<ul style="list-style-type: none"> Add curb extensions across Brand Blvd at Garfield, similar to Maple. 		\$215,000
8	Glendale Ave from Doran St to Broadway (Corridor 4)	Enhanced Crosswalks	<ul style="list-style-type: none"> Add curb extensions across Glendale Ave at Broadway and California. Eliminate right-turn lanes on Glendale Ave at Broadway. Add zebra-stripe crosswalks at all legs of Glendale and Broadway intersection. 	<ul style="list-style-type: none"> History of collisions at signalized intersections on 5 lane road Planned wide curb lane 	\$475,000
9	Colorado St from Brand Blvd to Kenwood St (Corridor 5)	Enhanced Crosswalks	<ul style="list-style-type: none"> Upgrade zebra-stripe crosswalk at Kenwood to a median refuge island. Add zebra-stripe crosswalks and curb extensions across Colorado St at signalized intersections. 	History of collisions at signalized intersections and at Kenwood	\$498,500

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
10	Colorado St from Adams St to Lincoln Ave (Corridor 6)	Enhanced Crosswalks	<ul style="list-style-type: none"> Upgrade crosswalks across Colorado St to median refuge islands at Porter, Lincoln, Fisher, and Lafayette. 	<ul style="list-style-type: none"> Enhancing existing marked crossings to best practice for roadway context Move crossing at Porter and at Lincoln to W leg to maintain left turns from Colorado HAWK signal is an alternative solution at Porter 	\$52,500
11	Pacific Ave from California Ave to Ivy St (Corridor 2)	Enhanced Crosswalks	<ul style="list-style-type: none"> Add zebra-stripe crosswalks on Pacific Ave at California. Add zebra-stripe crosswalks and pedestrian head starts on Wilson. Consider removing left-turn lane, add curb extensions or protected left turn phase off Pacific. 	<ul style="list-style-type: none"> History of collisions at signalized intersections on 5 lane road Planned sharrows on Pacific 	\$458,000
12	Glenoaks Blvd from Linden Ave to Sonora Ave (Corridor 8)	Lane Configuration Infrastructure Improvements Enhanced Crosswalks	<ul style="list-style-type: none"> Study protected bike lanes, streetcar, or curb-running BRT on Glenoaks, which can be accomplished through lane removal (6-4 lanes). Replace planned bike route with bike lane on Western from Lake St to Glenoaks. Add curb extensions across Glenoaks Blvd at Western and Sonora. Add zebra-stripe crosswalks across Glenoaks Blvd at Sonora and Allen. Maintain fully protected left turn phase off Glenoaks Blvd on Western and Sonora. Remove right-turn lane on Western and consider removing left-turn lane on Sonora. 	<ul style="list-style-type: none"> History of collisions involving left turning vehicles at signalized intersections on 6 lane roadway Planned signed bike route on Western 	\$1,722,000
13	Central Ave from Glenoaks Blvd to Wilson Ave (Corridor 15)	Enhanced Crosswalks	<ul style="list-style-type: none"> Add zebra-stripe crosswalks at all legs of all signalized intersections. Consider curb extensions at cross streets with on-street parking. Pedestrian head starts at intersections with high pedestrian volumes. 	History of collisions at signalized intersections on 5-6 lane road	\$2,172,000
14	Pacific Ave from Stocker St to Burchett St (Corridor 14)	Enhanced Crosswalks	<ul style="list-style-type: none"> Eliminate left-turn lanes on Burchett and Stocker. Eliminate right-turn lanes on Burchett, and Glenoaks. Close left-turn slip lane from Burchett onto Hahn. Add curb extensions across Pacific Ave at Burchett, Glenoaks, and Stocker. Add zebra-stripe crosswalks on Burchett, Arden, Glenoaks, and Stocker. Add upgrade crosswalks to median refuge islands with RRFBs at Arden and Palm. Consider prioritizing transit by placing bike lane inside floating bus stop on NW corner of Glenoaks. 	History of collisions at signalized and unsignalized intersections on 5 lane road	\$845,000
15	R.D. White Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add curb extensions across Doran St at Geneva, Balboa, and Everett, including new pavement with catch basin modifications. Add ADA curb ramps, striping, and signage on Doran St at Geneva, Balboa, and Everett, and on Lexington Dr at Everett and Geneva. 	Phase 4 SRTS	Partially Funded <i>Not costed as part of Pedestrian Plan</i>
16	Broadway & Glendale	First Last Mile Analysis	<ul style="list-style-type: none"> Add zebra-stripe crosswalks across Wilson Ave at Glendale and Cedar. Install traffic calming along California, Wilson, Harvard, Colorado, Broadway and Chevy Chase. Install pedestrian scale lighting along Glendale, Colorado and Chevy Chase. Enhance bus stop at Broadway and Glendale. Include wayfinding at key intersections, especially along Louise and Glendale. Enhance bikeways along Broadway, Harvard, Louise and California. 		\$1,570,500
17	Brand/Broadway Station	First Last Mile Analysis	<ul style="list-style-type: none"> Station identified for first last mile connectivity improvements. 	<ul style="list-style-type: none"> FLMSP, Metro ATSP See Project #6 for detailed safety improvements along Brand Blvd. 	<i>Not costed as part of Pedestrian Plan</i>
18	San Fernando Rd from Raymond Ave to Davis Ave (Corridor 9)	Lane Configuration	<ul style="list-style-type: none"> Re-construct curb ramps on south leg of Justin and square up crosswalks. Add zebra-stripe crosswalks on north and south legs of Justin. Add protected left turns off of San Fernando or pedestrian head starts. 	<ul style="list-style-type: none"> History of collisions involving left turning vehicles at signalized intersections on 5 lane roadway San Fernando/Sonora Station was identified for First Last Mile connectivity improvements in the ATSP Planned bikeway on Justin (signed) 	\$124,000

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
19	San Fernando Rd from Hawthorne St to Colorado St (Corridor 10)	Lane Configuration	<ul style="list-style-type: none"> If area redevelops, consider 5 to 3 lane reconfiguration which will allow for reducing curb radii and pedestrian exposure at intersections. Monitor collision patterns. 		\$481,000
20	Balboa Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add curb extensions across Bel Aire Dr at Allen and Irving. Add ADA curb ramps, striping, and signage on Bel Aire Dr and Kenneth Rd at Allen, Irving, and the school entrance. Add ADA Curb ramps on Kenneth Rd at Allen and Irving, including new pavement (Bel Aire Dr at Allen and Irving) and catch basin modifications (Bel Aire Dr at Allen). 	Phase 4 SRTS	Funded <i>Not costed as part of Pedestrian Plan</i>
21	Doran St from Central Ave to Glendale Ave (Corridor 16)	Enhanced Crosswalks	<ul style="list-style-type: none"> Eliminate southbound right-turn lane on Jackson and left-turn lanes on all approaches of cross streets. Add curb extensions across Doran St at Jackson and at all intersections from Central to Maryland. Consider 3-lane cross section with on-street parking on Doran from Central to Maryland. Add speed humps from Louise to Glendale to minimize cut through traffic and slow speeds. 	History of collisions at signalized and unsignalized intersections	\$1,195,500

Figure 6-12 The Next Ten Years: Medium-Term Phase

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
22	Orange St from Broadway to Doran	Operational Improvements Enhanced Crosswalk	<ul style="list-style-type: none"> Add protected left turn phase on Orange St for turns onto Lexington or add pedestrian head starts. Add zebra-stripe crosswalks to all signalized intersections on Orange St from Broadway to Doran. Monitor collisions as residential development occurs and install curb extensions and/or pedestrian head starts. 		\$1,523,500
23	La Crescenta Ave from Montrose Ave to Honolulu Ave (Corridor 17)	Enhanced Crosswalks Infrastructure Improvements	<ul style="list-style-type: none"> Add zebra-stripe crosswalks and curb extensions across La Crescenta Ave at Honolulu and Montrose (taking into account the future La Crescenta buffered bike lanes as well as future bike lanes on Montrose and Honolulu). Upgrade zebra-stripe crosswalk at Piedmont to median refuge island (requires gradual lane shift). Reconfigure west leg of Piedmont to shorten crossing distance. 5-3 lane reconfiguration on Honolulu (Las Palmas to western city limits). Eliminate northbound right-turn lane on La Crescenta and eastbound right-turn lane on Honolulu. 	History of collisions at signalized intersections and one unsignalized intersection on 4 lane road	\$764,500
24	San Fernando Rd from W Garfield Ave to W Los Feliz Rd (Corridor 11)	Enhanced Crosswalks Infrastructure Improvements	<ul style="list-style-type: none"> Add median refuge island crossing at Garfield (north leg to maintain left turns). Add curb extensions across San Fernando (taking into account future buffered bike lanes on Los Feliz) and Chevy Chase. Add zebra-stripe crosswalks on Chevy Chase Dr. Make Los Feliz a Complete Street that emphasizes transit and adds a buffered bike lane, converting from 5 lanes to 3 lanes from westerly city limits to San Fernando Road. 	<ul style="list-style-type: none"> Los Feliz is a planned bike route. San Fernando/Los Feliz Station was identified for First Last Mile connectivity improvements in the ATSP History of collisions at signalized intersections on 5 lane road 	\$558,000
25	Chevy Chase Dr (Glendale Ave to Acacia Ave/Tyler St)	Infrastructure Improvements	Chicane traffic calming treatment.	<ul style="list-style-type: none"> Part of ATP2 (\$1.7M fully funded); design work is in process; construction anticipated in 2018. Chevy Chase Corridor Improvement Study / Chevy Chase Dr Bicycle and Pedestrian Safety Improvements Project 	<i>Not costed as part of Pedestrian Plan</i>
26	Central/Colorado Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
27	Verdugo/Broadway Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
28	SR 134 Bridges: Columbus	Infrastructure Improvements	Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges.	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
29	134 Freeway & Brand Blvd	First Last Mile Analysis	<ul style="list-style-type: none"> Overall pedestrian lighting, landscaping and wayfinding near the future high capacity transit station and freeway cap park. Grade-separated pedestrian connections across SR-134 at Columbus, Central, Brand, Louise and Jackson. Enhanced bus stops along Central. Enhance crossings of Brand Blvd and Central Ave, especially north of Glenoaks. Bicycle boulevard enhancements along Louise St. Traffic calming and bikeway enhancements along Central Ave. Traffic calming, bikeway improvements, and pedestrian enhancements along Glenoaks including lighting, curb extensions and landscaping. 		\$6,395,500
30	Verdugo Woodlands Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add curb extensions across Verdugo Rd at Crestmont and Sherer, including catch basin modifications. Add ADA curb ramps on Verdugo Rd at Crestmont, Kirkby, and Sherer. Add new pavement, striping, and signage on Verdugo Rd at Crestmont Ct, Kirkby Rd, and Sherer Ln. 	Phase 4 SRTS	Funded <i>Not costed as part of Pedestrian Plan</i>
31	Brand/San Fernando Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
32	Cerritos Ave	Infrastructure Improvements	<ul style="list-style-type: none"> Connect LZTC to Glendale Memorial, Cerritos Park/School, and Forest Lawn. Improve bike infrastructure, lighting, wayfinding, etc. 	Project identified in Tropico Center Plan, scheduled to be adopted in 2018	<i>Not costed as part of Pedestrian Plan</i>
33	Pacific/San Fernando Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
34	Valley View Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add curb extensions at the intersection of Orange Ave and Pennsylvania Ave and at the northwest, southeast, and southwest corners of Orange Ave and Maryland Ave, including catch basin modifications. Add zebra-stripe crosswalks and advanced stop bars at Orange Ave and Pennsylvania Ave. Add a mini traffic circle and perpendicular curb ramps at Orange Ave and Maryland Ave. 	<ul style="list-style-type: none"> Phase 3 SRTS Construction expected in summer 2017 	Funded <i>Not costed as part of Pedestrian Plan</i>
35	Concord St (Glendwood Rd to Glenoaks Blvd)	Infrastructure Improvements		<ul style="list-style-type: none"> Have construction funding, but not yet constructed. ATP Cycle 1 (2014) - Hoover High, Keppel Elementary, and Toll Middle Schools Bicycle and Pedestrian Safety Improvements 	Funded <i>Not costed as part of Pedestrian Plan</i>
36	SR-134-Bridges: Adams	Infrastructure Improvements	Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges.	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
37	Kenilworth Ave (Concord St to Glenoaks Blvd)	Infrastructure Improvements		<ul style="list-style-type: none"> Have construction funding, but not yet constructed ATP Cycle 1 (2014) - Hoover High, Keppel Elementary, and Toll Middle Schools Bicycle and Pedestrian Safety Improvements 	Funded <i>Not costed as part of Pedestrian Plan</i>
38	San Fernando/Los Feliz Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	<ul style="list-style-type: none"> FLMSP, Metro ATSP This station falls within high collision corridor 13; Project identified in Tropico Center Plan, scheduled to be adopted in 2018 	<i>Not costed as part of Pedestrian Plan</i>
39	San Fernando/Broadway Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
40	Franklin Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add zebra-stripe crosswalks on Winchester Ave at Randall and Lake, on Randall St at Justin, on Garden St at Justin, and on Lake St at Justin. Add curb extensions on Lake St at Justin. Add advanced stop bars on Winchester Ave at Randall and Lake, and on Lake St at Justin. Replace stop control with mini traffic circles on Randall St at Justin and on Garden St at Justin. Add perpendicular curb ramps on Winchester Ave at Randall, on the northwest and southwest corners of Randall St at Justin, and on the northwest and southwest corners of Garden St at Justin. Add sidewalk at Winchester Ave and Randall St and the east side of Justin Ave at Randall St. Widen sidewalk on the west side of Justin Ave at Randall St. Add safe-haven ramps on northeast and southeast corners of Garden St at Justin Ave. 	<ul style="list-style-type: none"> Phase 3 SRTS Construction expected in summer 2017 	Funded <i>Not costed as part of Pedestrian Plan</i>
41	SR-134-Bridges: Louise	Infrastructure Improvements	Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges.	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
42	SR-134-Bridges: Geneva	Infrastructure Improvements	Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges.	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
43	San Fernando/Sonora Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	<ul style="list-style-type: none"> FLMSP, Metro ATSP This station falls within high collision corridor 9 	<i>Not costed as part of Pedestrian Plan</i>

Figure 6-13 The Last Ten Years: Long-Term Phase

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
44	Virginia Ave, Palm Dr, Highland Ave/ South St	Lane Configuration		<ul style="list-style-type: none"> Have construction funding, but not yet constructed ATP Cycle 1 (2014) - Hoover High, Keppel Elementary, and Toll Middle Schools Bicycle and Pedestrian Safety Improvements 	<i>Not costed as part of Pedestrian Plan</i>
45	Verdugo Wash Bikeway (South segment)	Infrastructure Improvements		Bicycle Transportation Plan Project	<i>Not costed as part of Pedestrian Plan</i>
46	SR 134 Tunnel: Kenilworth	Infrastructure Improvements	<ul style="list-style-type: none"> Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges. 	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
47	SR 134 Bridges: Concord	Infrastructure Improvements	<ul style="list-style-type: none"> Improvements to bike/pedestrian bridges and tunnels over SR-134-Bridges. 	State of Good Repair	<i>Not costed as part of Pedestrian Plan</i>
48	Larry Zarian Transportation Center (LZTC)	Infrastructure Improvements	<ul style="list-style-type: none"> First Last Mile Complete Streets improvements connecting Tropico and Atwater Village to regional connections via LZTC and Metro Rapid buses. 	<ul style="list-style-type: none"> Funded for design and construction. Project identified in Tropico Center Plan. Metro Call for Projects 2015 	<i>Not costed as part of Pedestrian Plan</i>
49	Stocker St/Kenilworth Ave/Concord St	Infrastructure Improvements	<ul style="list-style-type: none"> Add curb extensions and a median refuge island. Extend curb return. 	<ul style="list-style-type: none"> Have construction funding, but not yet constructed ATP Cycle 1 (2014) - Hoover High, Keppel Elementary, and Toll Middle Schools Bicycle and Pedestrian Safety Improvements 	<i>Not costed as part of Pedestrian Plan</i>
50	Glendale Rail Station (LZTC)	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
51	Verdugo Rd & Cañada Blvd	First Last Mile Analysis	<ul style="list-style-type: none"> Pedestrian lighting, traffic calming, landscaping and bikeway enhancements along Cañada and Verdugo. Grade-separated crossings of SR-2 at Sherer and Mountain Enhance existing pedestrian bridge including public art and wayfinding. Enhance crossings of Cañada Blvd and Verdugo Rd, including curb extensions across Verdugo near Arvin and Mountain. 		\$5,443,500
52	San Fernando/ Grandview Station	First Last Mile Analysis	Station identified for first last mile connectivity improvements.	FLMSP, Metro ATSP	<i>Not costed as part of Pedestrian Plan</i>
53	Verdugo Wash Bikeway (middle segment)	Infrastructure Improvements		Bicycle Transportation Plan Project	<i>Not costed as part of Pedestrian Plan</i>
54	Chamlan Armenian Elementary School	Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Add curb extensions, perpendicular curb ramps, advanced pedestrian crosswalk signs and median refuge islands on Abella St at Lowell Ave. Add advanced stop bars on Abella St at Lowell and on Lowell Ave at Foothill, as well as advanced yield bars and signs on Abella St at Lowell Ave. Add curb extension on the northwest corner; reduce curb return on the southeast corner of Lowell Ave at Foothill Blvd. Add pedestrian countdown signals, audible pedestrian signals, and zebra-stripe crosswalks on Lowell Ave at Foothill Blvd. Upgrade northwest, southeast, and southwest ramps of Lowell Ave at Foothill Blvd to ADA compliance. 	<ul style="list-style-type: none"> Construction expected in in 2018 Phase 3 SRTS 	<i>Not costed as part of Pedestrian Plan</i>

Project ID	Project Location	Project Type	Recommendations	Other Planning Considerations	Planning-Level Cost Estimate
55	Dunsmore Elementary School	Safe Routes to School (SRTS)	Add curb extensions and ADA curb ramps across Lauderdale Ave at Los Olivos and across Dunsmore Ave at the school entrance, Los Olivos, and Los Amigos, including new pavement, striping, signage, and catch basin modifications.	Phase 4 SRTS	<i>Not costed as part of Pedestrian Plan</i>
56	Verdugo Wash Bikeway (north Segment)	Infrastructure Improvements		Bicycle Transportation Plan Project	<i>Not costed as part of Pedestrian Plan</i>
57	LA River Crossings (Glendale to LA)	Infrastructure Improvements	Glendale-LA Riverwalk Bridge/Active Transportation Facility.	<ul style="list-style-type: none"> Partially funded for design Metro Call for Projects 2015 	<i>Not costed as part of Pedestrian Plan</i>

Potential Funding Sources

There are many funding sources that can be used to support implementation of the Citywide Pedestrian Plan, including leveraging existing resources; local, regional, state, and federal grant funding opportunities; private funding; and partnership opportunities. While many of these funding sources are competitive—particularly the public grant sources—Glendale has been very successful at competing for grant funds. By matching projects to the funding sources for which they are best suited (and for which they can be most competitive), the city can continue to use a variety of funding mechanisms to build pedestrian projects and implement new programs.

This section is organized into public funding sources and private funding sources. The public sources are further categorized into local, regional, state, and federal sources. Each funding source includes a description, relevant project example from Southern California (when available), and additional history that the City of Glendale has with the funding source.

Public Funding Sources

Public funding sources include local, regional, state, and federal funds and grant opportunities. The regional, state, and federal sources are distributed through regular funding competitions, and the amount available in a given year depends on a wide range of factors. The majority of the projects identified in the Pedestrian Plan—and particularly the safety corridor projects and the Safe Routes to School projects—will be competitive for public funding given the benefits they provide to specific communities and their focus on reducing pedestrian collisions and fatalities.

Local Sources of Public Funding

Local funding sources are those over which the City of Glendale is likely to have the most control, although competition for scarce resources is always intense. Although the city may not currently use each of these sources, they are available under California law and can be considered potential tools to support plan implementation.

Local City Funds

For some projects or programs, the use of general fund dollars may be appropriate, particularly for projects that are operational in nature, lower cost, or a high priority for implementation. City funds can also be used to help implement Pedestrian Plan projects in the course of other capital project construction, such as leveraging planned investments in roadway maintenance. The city could easily add pedestrian improvements to a maintenance project by, for example, including enhanced pedestrian crossings as part of restriping after roadway resurfacing.

Figure 6-14 Project Example: City of Los Angeles Great Streets Program – Protected Bicycle Lane on Reseda Boulevard



The City of Los Angeles expedited the implementation of a protected bicycle lane to align with the existing resurfacing schedule on Reseda Boulevard, significantly reducing construction costs. LADOT estimates this project cost \$235,000 to implement one mile of a protected bicycle lane, considerably lower than the cost of other comparable facilities.

Source: StreetsBlog LA

Benefit Assessment Districts

Pedestrian infrastructure can be funded as part of a local benefit assessment district, which is based on the concept that those who benefit from a service should help to fund it. In California, there are several types of benefit assessments that allow cities and agencies to finance services and projects by assessing property owners a share of the costs. One common example is the Business Improvement District (BID), where business owners pay directly into a common fund to provide improved infrastructure, support operations to maintain clean and safe streets, and enhance wayfinding and placemaking elements in the district. BIDs are discussed further in the private funding sources section of this chapter.

Parking Meter Revenue

Cities can fund various improvements, including pedestrian projects, through parking meter revenues. In Glendale, an ordinance would be necessary to govern the use of the revenues by specifying eligible projects or project types—cities have the option to pass ordinances that specify bicycle or pedestrian facilities as eligible expenditures.

Parking Benefit Districts are a common type of benefit assessment district that uses parking meter revenue to invest in services and infrastructure, as determined by a downtown association or similar entity. Parking Benefit Districts are often established in conjunction with a BID. The revenue from parking meters contributes to the budget assessments from members of the district.

The Old Pasadena Management District is a non-profit business organization which oversees the Old Pasadena Parking Meter Zone, a parking benefit district in Old Downtown area of Pasadena. This district was started in 1993 as a funding mechanism for local street improvements. Rather than funnel into Pasadena’s general fund, this revenue stays within the district and pays for street and sidewalk maintenance, signage, lighting, pedestrian-friendly alleys, and other improvements related to maintaining the historic nature of the district. This mechanism creates a dedicated revenue source for local street and sidewalk improvements, including pedestrian projects.

Figure 6-15 Project Example: Old Pasadena Parking Meter Zone in Pasadena, CA



Old Pasadena’s Parking Meter Zone is designed to improve the availability of short-term on-street parking and to provide dedicated funding for transportation infrastructure maintenance and improvements within the Old Downtown district of Pasadena, such as the alley improvement shown here. Revenues from the district have funded street and sidewalk maintenance, pedestrian improvements, and street furniture.

Source: KameraKevin at flicker.com

Regional Sources of Public Funding

In most parts of the U.S., a significant percentage of public funding for transportation projects is distributed at the regional level, as metropolitan planning organizations and similar entities manage countywide or regionally collected sources of funds. For Glendale, there are several countywide, regional, and state funding sources for which the city has traditionally been quite competitive.

Metro Call for Projects

The Metro Call for Projects, typically held on a biannual basis, is the largest regional source of transportation funding. The program is a competitive process that distributes capital transportation funds to regionally significant projects on a discretionary basis. Funding for the Call for Projects comes from a variety of local, state, and federal sources (including Congestion Mitigation and Air Quality [CMAQ] funds and Regional Surface Transportation Program [RSTP] funds). Funding levels for each transportation mode are announced during the initial stages of the Call for Projects cycle and are based on the available funds from the component funding sources. A total of 84 projects were recommended for funding in the 2015 cycle, totaling nearly \$193 million.

Metro Call for Projects	
Expected Next Cycle	Unknown Program update in progress
Local Match	20%
Maximum or Minimum Grant Amounts	N/A
Eligible Project Types	Regionally significant capital projects in seven modal categories

In 2015, applicants submitted proposals to receive funding in one of seven modal categories, including bicycle improvements and pedestrian improvements. The 2015 cycle had a focus on Complete Streets; therefore, projects submitted in the other five categories were also encouraged to include bicycle and pedestrian components. With the passage of Measure M, Metro Call for Projects is on an indefinite hold while Metro continues updating their long-range plan and reassesses funding programs in light of Metro’s policy priorities.

The 2015 program requirements included the following, although requirements shift slightly with each cycle:

- Applications due in mid-January
- 20% local match required; this requirement has not changed since 2011
- Only capital expenses eligible for funding
- Before and after pedestrian and bicycle counts must be collected by applicant following SCAG/Metro guidelines
- Project funds must be expended, allocated, or obligated in the year of programming, identified by Metro in the Funding Agreement or Letter of Agreement

Figure 6-16 Project Example: City of Beverly Hills Pedestrian Improvements at Selected Crosswalks



This project includes the design and construction of access and safety improvements for pedestrians at selected crosswalks within Beverly Hills to serve pedestrian activity and transit use. Metro is providing nearly \$400,000 with a local match of about \$260,000.

Source: City of Beverly Hills website, Traffic Engineering Team, <http://www.beverlyhills.org/living/transportation/trafficengineering/>

Measure M

Measure M was approved by Los Angeles County voters in November 2016 and levies a half-cent sales tax in perpetuity to enhance transit options and walking and bicycling connections in the county while improving freeway traffic flow and safety. Measure M is expected to generate an estimated \$860 million per year. All jurisdictions in Los Angeles County receive a certain percentage of “local return” funds to be used on projects each year at their discretion. Local jurisdictions can use funds for projects including active transportation projects, complete streets, transit oriented communities, transit, streets, storm drains, or green streets. In addition to this local return, Measure M also dedicates 2% of all funding for active transportation projects that Metro would oversee or help fund.

Measure M also provides a designated local return portion for the Arroyo Verdugo Subregion, including portions of unincorporated Los Angeles County, Burbank, Glendale, La Cañada Flintridge, Pasadena, and South Pasadena. This local funding return is allocated to cities on a per capita basis and can be used for street improvements, pothole repair, signals, and similar projects.

In 2017, Glendale is expected to receive nearly \$3,000,000 from this local return component, with funding anticipated to increase in each subsequent year. Glendale could choose to allocate a portion of these funds to support implementation of the Pedestrian Plan.

Figure 6-17 Measure M Program Funding Levels Over 40 Years



Source: <http://theplan.metro.net/#why>

Other Metro Funds

Other Metro funding is disbursed on a per-capita basis by Metro that can be used for related bicycle or pedestrian projects. Funds from Proposition A, Proposition C, and Measure R may also be used as matching funds for other local, state or federal funding sources. These funding sources include:

- **Proposition A:** Metro returns 25% of the tax revenue to cities for developing or improving transit.
- **Proposition C:** Metro returns 20% of the tax revenue to cities for developing or improving transit, as well as bicycle facilities and street improvements supporting transit.
- **Measure R:** Metro returns 15% of the tax revenue to cities for active transportation improvements, transit operations and capital, streets, traffic control measures, transportation marketing, administration, and planning. Measure R also uses 20% of the tax revenue for highway-related improvements, which can contain pedestrian and bicycle safety elements.
- **Transportation Development Act funds (per capita)**
- **FTA Section 5310 Program** (competitive application administered by Metro, for accessible pedestrian upgrade projects at transit stops or stations)

SCAG Sustainability Planning Grant

Formerly the Compass Blueprint Program, the Southern California Association of Governments (SCAG) Sustainability Planning Grant was established in 2005 to test innovative local planning tools. Grants are available in three categories, including Active Transportation. The 2016 call for proposals cycle funded planning efforts including corridor studies, feasibility studies, and visioning processes, among others. Since 2013, Glendale has received three Sustainability Planning Grants, including two for

SCAG Sustainability Planning Grant	
Expected Next Cycle	Unknown
Local Match	Encouraged, not required
Maximum or Minimum Grant Amounts	N/A
Eligible Project Types	Planning and policy efforts related to sustainability in three categories including active transportation

the “Space 134” freeway cap park project and one for the Glendale-Burbank Regional Streetcar Feasibility Study. No local match was required for eligibility, but in-kind and hard matches scored additional points in project evaluation. Future project cycles will be announced on the SCAG website (<http://sustain.scag.ca.gov/pages/default.aspx>).

State Sources of Public Funding

Some of the largest sources of funding for recent pedestrian projects in Glendale have been state sources, including Active Transportation Program grants. In the past five years, Glendale has received \$2,641,296 from state funding sources.

California Road Repair and Accountability Act of 2017

In April, 2017, the California State Legislature passed SB 1, the California Road Repair and Accountability Act of 2017, which allocates \$5 billion annually to upgrade and repair local and state transportation infrastructure. This program designates \$100 million for annual active transportation program funding and \$25 million for annual local planning initiatives. Local funding is allocated through competitive grants, 50% of which are selected by the state, 40% by large urban regions, and 10% by rural and small urban regions. The grant application process for this program is currently in development by the California Transportation Commission and is expected to be adopted in spring or summer of 2018.

California Road Repair and Accountability Act	
Expected Next Cycle	2019
Local Match	Encouraged, not required
Maximum or Minimum Grant Amounts	None
Eligible Project Types	Infrastructure and non-infrastructure projects to increase walking and biking and improve safety; local planning initiatives

California Active Transportation Program

The California Transportation Commission (Caltrans) developed program guidelines and project selection criteria for the first call for projects for the statewide Active Transportation Program (ATP) in March 2014. The Active Transportation Program consolidated and replaced the former Transportation Alternatives Program, Safe Routes to School Program, and Bicycle Transportation Account. These funds are a mix of state and federal contributed through the FAST Act Transportation Alternatives Program. The ATP provides funding for infrastructure improvements and non-infrastructure programs. The first cycle of the ATP funded 265 projects with over \$350,000,000 in ATP funds.

California Active Transportation Program	
Expected Next Cycle	2018
Local Match	Encouraged, not required
Maximum or Minimum Grant Amounts	\$250,000 minimum
Eligible Project Types	Infrastructure and non-infrastructure projects to increase walking and biking and improve safety

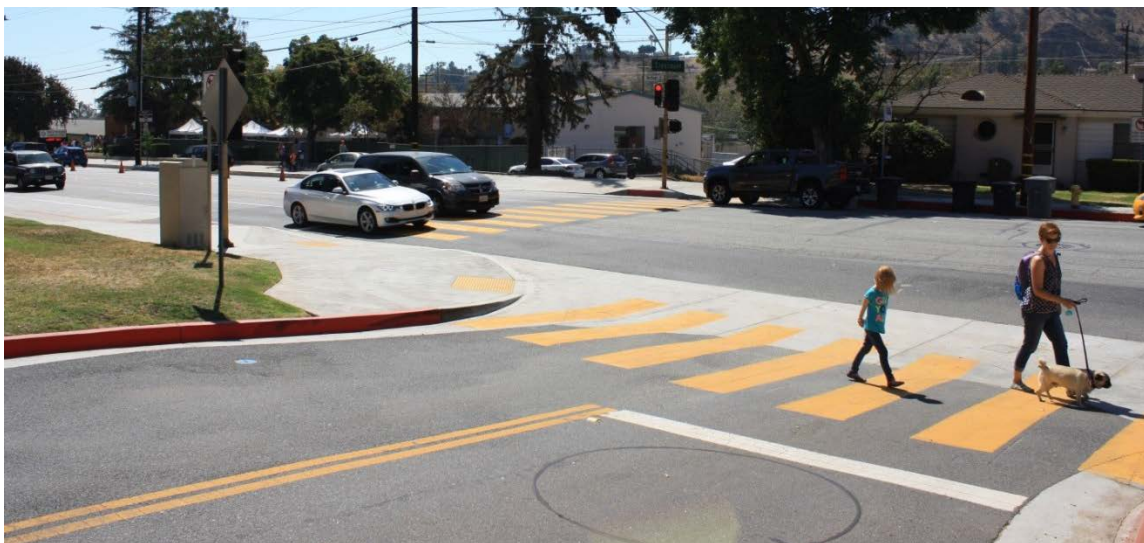
Caltrans recently added \$100 million to the ATP funding account to increase the state’s ability to fund more of the very competitive applications received each year. The next cycle of the ATP is anticipated in 2018.

Program requirements shift from cycle to cycle, but the following requirements were in place in 2016:

- Applications due in June
- Local match not required but strongly encouraged; in the past a local match was required for certain project types
- Both infrastructure and non-infrastructure projects were eligible
- Projects must demonstrate potential for increased walking and bicycling and potential for reduced collisions/improved safety
- Priority given to projects that benefit disadvantaged communities
- Minimum ATP amount of \$250,000 per application (non-infrastructure exempt)

The City of Glendale was awarded ATP funding for three projects in Cycle 1, including \$500,000 each for the Citywide Pedestrian Plan and the Citywide Safety Education Initiative/Citywide Safe Routes to School Program (non-infrastructure), as well as \$1,642,000 for Safe Routes to School bicycle and pedestrian improvements.

Figure 6-18 Glendale Safe Routes to School Project at Lincoln Elementary School



Source: City of Glendale

Highway Safety Improvement Program

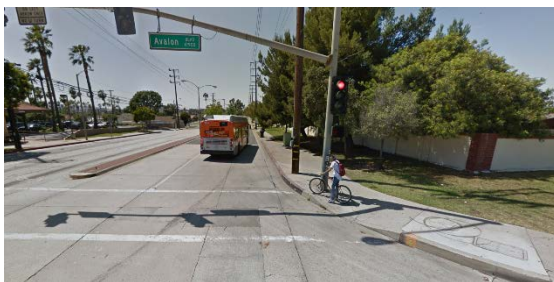
The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications must identify a history of collisions and demonstrate their project’s improvement to safety. Caltrans administers the program in California and received over \$53 million for 55 projects in District 7 for the 2016-2017 federal fiscal year. The HSIP call for projects is expected every one to two years, with the next cycle anticipated in May 2018.

As with most funding sources, program requirements shift by cycle. The requirements in 2016 were the following:

- Applications due in August
- Maximum federal HSIP funding ratio is 90%
- Non-safety related construction items (such as landscaping) not to exceed 10% of project costs (in past cycles this requirement was not included)
- Maximum HSIP amount of \$10 million per project and per agency
- Minimum per project is \$100,000 (in the past there was no minimum per project)
- Eligible project costs include preliminary engineering, right-of-way (must be less than 10% of construction costs), and construction
- Request for authorization to proceed with project engineering is required within nine months; request for authorization to proceed with construction is required within 36 months (three years)

Highway Safety Improvement Program	
Expected Next Cycle	2018
Local Match	Encouraged, not required
Maximum or Minimum Grant Amounts	\$100,000 minimum \$10,000,000 maximum
Eligible Project Types	Safety-related infrastructure projects

Project Example: City of Carson, CA Pedestrian Improvements



This HSIP-funded project will construct intersection upgrades at six intersections including raised median refuge islands, ADA curb ramps, audible pedestrian signals, signage, striping, and left-turn phasing. The HSIP will fund \$1,720,890 for a total project cost of about \$1,912,100.

Source: Google Street View

Systemic Safety Analysis Report Program

On October 21, 2015, \$10 million from the HSIP was set aside and exchanged for state funds to implement the System Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. Caltrans made SSARP calls for applications in two phases (February and April 2016) and selected 61 projects for implementation.

Systemic Safety Analysis Report Program	
Expected Next Cycle	Unknown (additional funding in January 2017 was used to fund applications submitted in 2016 but unfunded)
Local Match	10%
Maximum or Minimum Grant Amounts	\$250,000 maximum or \$500,000 for joint projects
Eligible Project Types	Preparation of safety program applications

In 2016, the following requirements were in place:

- Applications due March 2016 (Phase 1) and July 2016 (Phase 2)
- 10% local match required
- Each local agency limited to one application in either Phase 1 or Phase 2
- Maximum grant funding of \$250,000 (or \$500,000 for joint applications)
- Priority given for the highest numbers of fatalities and severe injury, as well as applicants that have never submitted applications for HSIP before

Caltrans Sustainable Transportation Planning Grant

Caltrans provides Transportation Planning Grants on an annual basis, and funds can be used for planning or feasibility studies. These grants are available to jurisdictions focusing on improving mobility by using innovative methods to address problems or deficiencies in the transportation system. Community outreach is a key component of successful grant applications. In fiscal year 2015-2016, grants were awarded to over 50 projects advancing the goals of sustainability, preservation, mobility, safety, innovation, economy, health, and equity. A total of \$9.3 million was available in the 2017-2018 grant cycle in two categories: Strategic Partnerships and Sustainable Communities.

Caltrans Sustainable Transportation Planning Grant		
	Strategic Partnerships	Sustainable Communities
Expected Next Cycle	2017	2017
Local Match	20%	11.47%
Maximum or Minimum Grant Amounts	\$100,000 minimum \$500,000 maximum	\$50,000 minimum \$500,000 maximum
Eligible Project Types	Planning or feasibility studies to advance the goals of sustainability, preservation, mobility, safety, innovation, economy, health and equity	

In 2016 (fiscal year 2017-2018 funding), the following requirements applied to program applications:

- Applications due in November
- Environmental studies, engineering designs, and construction were ineligible
- For Strategic Partnerships:
 - 20% minimum local match
 - Grant minimum of \$100,000 and maximum of \$500,000
- For Sustainable Communities:
 - 11.47% minimum local match
 - Grant minimum of \$50,000 and maximum of \$500,000

Project Example: City of San Fernando Safe Routes to School Plan



The City of San Fernando received funding to produce an adopted and community-supported Safe Routes to School Plan, including extensive outreach, to encourage more schools and families to send kids to school by walking and bicycling.

Source: Paul Zykofsky, Safe Routes to School California

Affordable Housing and Sustainable Communities Program

The California Strategic Growth Council’s Affordable Housing and Sustainable Communities (AHSC) Program funds compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). Nearly \$290 million in projects were funded in fiscal year 2015-2016. Developers, cities, and public agencies are eligible to apply, and applications that include changes to the public right-of-way must include the relevant public agency as a co-applicant. Eligible transportation components can include active transportation planning, construction, transit-related infrastructure, or programs that shift trips from single occupant vehicles to other modes such as walking, biking, or transit.

Program requirements for the 2016-2017 cycle, adopted in July 2017, include the following:

- A thorough checklist is required to verify threshold attainment and application competitiveness, with the option of a one-on-one consultation with AHSC Program Staff to determine eligibility and competitiveness
- Project area types include Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA)
- Projects must demonstrate VMT reduction with emphasis on integration of or development of affordable housing and providing Disadvantaged Community benefits; in the past TOD projects included the same requirements, while ICP included only the Disadvantaged Community requirement and RIPA included neither
- The program funds capital projects and eligible program costs
- Grant minimum of \$1 million and maximum of \$20 million

Affordable Housing and Sustainable Communities Program	
Expected Next Cycle	October 2017
Local Match	N/A
Maximum or Minimum Grant Amounts	\$1,000,000 minimum \$20,000,000 maximum
Eligible Project Types	Projects that reduce VMT, with emphasis on affordable housing and benefiting disadvantaged communities

Figure 6-19 Project Example: The Michaels Development Company – Jordan Downs Project (Los Angeles)



The Jordan Downs public housing project in Watts is a \$1 billion redevelopment. Funding from the Affordable Housing and Sustainable Communities Program included resources for a complete streets build-out of Century Boulevard, with traffic calming, wide sidewalks, bike lanes, shade trees, and a re-routed bus line to improve site accessibility through the existing Jordan Downs housing project. The AHSC will provide about \$12 million for this project, including \$2 million for transportation improvements.

Source: SVA Architects

Urban Greening Grant (UGG) Program

California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006 (Proposition 84) on November 7, 2006. Among its provisions, the bond authorized the legislature to appropriate \$70 million for urban greening projects and plans that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits. The goal is for these greening projects to create more viable and sustainable communities throughout the state.

Signed into law on September 14, 2016, SB 859 (Chapter 368, Statutes of 2016) authorized the expenditure of \$1.2 billion in Cap and Trade revenues, also known as the Greenhouse Gas Reduction Fund (GGRF), for projects aimed to reduce GHG emissions. The California Natural Resources Agency was allocated \$80 million for its Urban Greening Program, focused specifically on green infrastructure projects that reduce GHG emissions and provide multiple benefits.

The UGG Program will fund projects that reduce GHG by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant

Urban Greening Grant (UGG) Program	
Expected Next Cycle	Unknown
Local Match	Encouraged, not required
Maximum or Minimum Grant Amounts	\$1,000,000 minimum \$20,000,000 maximum
Eligible Project Types	Projects that maximize GHG emissions reductions, incorporate green infrastructure solutions and benefit disadvantaged communities

communities. These projects will establish and enhance parks and open space, using natural solutions to improve air and water quality and reduce energy consumption, and creating more walkable and bikeable trails. An additional grant cycle is not currently planned beyond 2017. Subsequent cycles may be explored if funding is available and the program generates sufficient popularity among applicants.

Approximately \$76 million was made available for urban greening projects. As of this writing, the California Natural Resources Agency has just completed a solicitation for the UGG Program, with the following program requirements:

- Applications due May 1, 2017
- Projects must show a net GHG benefit, such as reducing vehicle miles traveled
- Competitive projects will maximize opportunities to reduce GHG emissions through project design and implementation, and will incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes
- Priority given to projects that are located within and benefit disadvantaged communities
- Matching funds are encouraged but not required

The City of Glendale was awarded \$1 million in UGG Program funding for its Proposition 84 Green Streets Demonstration Project along East Harvard Street and South Louise Street in Round 3.

Figure 6-20 Project Example: Caesar Chavez Street Low Impact Development Project (San Francisco, CA)



The project included bulb-outs at various intersections with integrated stormwater planters and replacing permeable surfaces with drought tolerant landscaping along one mile of Caesar Chavez Street. The UGG Program provided \$1 million.

Source: <http://sfpublicworks.org/project/cesar-chavez-streetsscape-project>

Environmental Enhancement and Mitigation Grant Program

The Environmental Enhancement and Mitigation (EEM) Grant Program was established in 1989 and is administered by the California Natural Resources Agency and the California Transportation Commission. The program offers a total of \$7 million each year for grants to local, state, and federal agencies and nonprofit organizations. EEM funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including the acquisition, restoration, or enhancement of resource lands

to mitigate the loss of or detriment to such lands within or near transportation right-of-way, and the planting of trees and other plants to offset vehicular emissions.

As of this writing, the California Natural Resources Agency has just completed a call for applications for the EEM Grant Program, with the following program requirements:

- Local match not required
- Additional points are given to applications that include other sources of funds for the proposed project
- Grants are generally limited to \$500,000 each (except acquisitions, which may be funded up to \$1 million)
- Projects must be specifically related to a transportation project that has an adverse environmental impact, which is addressed by the environmental enhancement and mitigation project

Environmental Enhancement and Mitigation Grant Program	
Expected Next Cycle	June 2018
Local Match	N/A
Maximum or Minimum Grant Amounts	\$500,000 maximum (acquisitions may be funded up to \$1,000,000)
Eligible Project Types	Projects that offset environmental impacts of transportation projects that adversely impact the environment

Local projects that have received funding through EEM include the Los Angeles River Greenway Tree-Planting Project, by non-profit Community Conservation Solutions (\$339,000) and the City of South Gate Urban Greening Project (\$296,700).

Federal Sources of Public Funding

While federal funding sources typically offer the largest monetary awards of the public funding sources, there is a great deal of uncertainty about all federal funding programs at the time of this writing. The programs described below are likely to continue, but the specific amount of funding available and the requirements may vary significantly.

Community Development Block Grants (CDBG)

The Federal Department of Housing and Urban Development’s (HUD) Community Development Block Grant Program (CDBG) is a flexible program that provides communities with funding to address a wide range of community development and public infrastructure needs.

The City of Glendale is considered an “entitlement community” and receives approximately \$1,700,000 in federal CDBG funds each year. CDBG funding is allocated based on a formula and goes directly to the city to be distributed to other entities or spent on projects. The city develops a new fiscal plan for the expenditure of these funds which includes public outreach and community involvement.

Community Development Block Grants (CDBG)	
Expected Next Cycle	FY 2018-2019
Local Match	N/A
Maximum or Minimum Grant Amounts	N/A
Eligible Project Types	Construction of public facilities and improvements including streets and neighborhood centers

Currently, the Glendale Community Services and Parks department administers Glendale’s CDBG funds with a focus area of increasing access to parks, community centers, and senior

centers by implementing safety improvements; public improvements in low- and moderate-income neighborhoods are a CDBG-eligible expense. The Community Services and Parks department will be a key partner in implementing a Safe Routes for Seniors program, among other programs recommended in this plan, to ensure that walking improvements reflect the needs of older adults.

TIGER

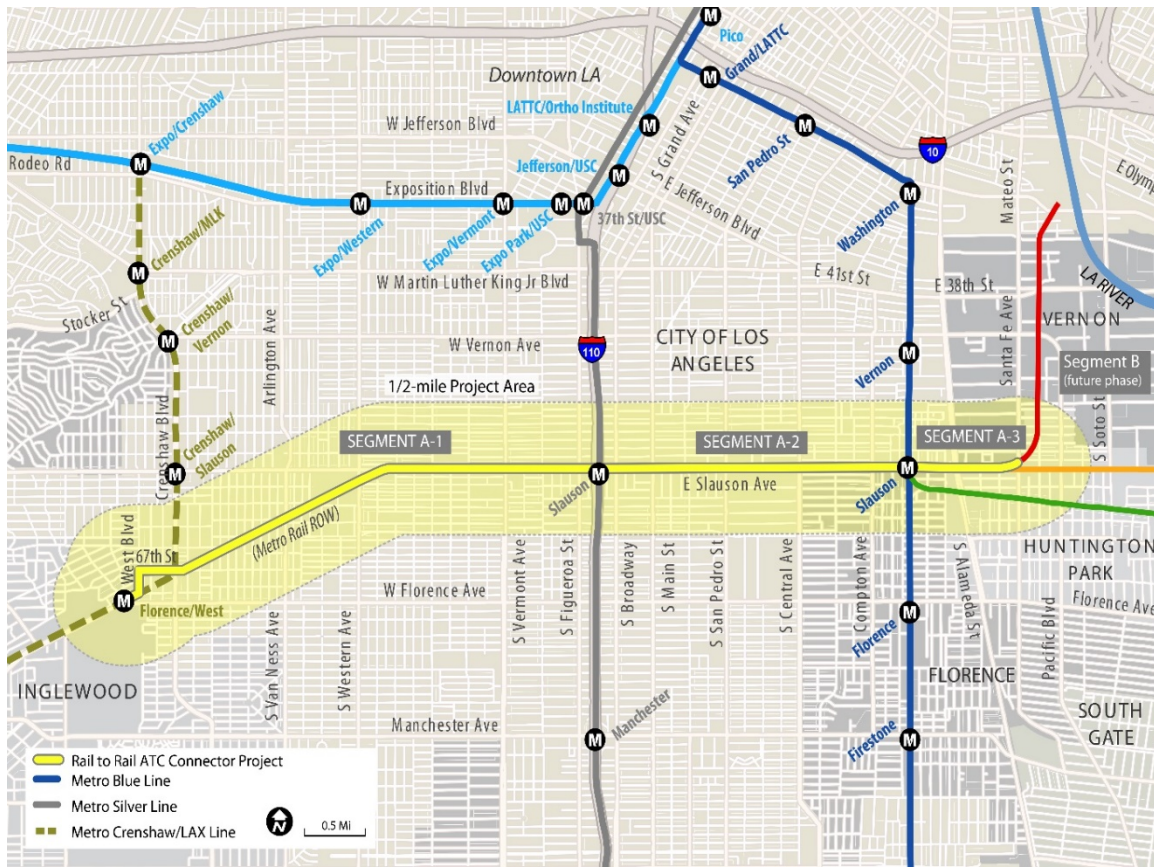
The U.S. Department of Transportation’s Transportation Investment Generating Economic Recovery (TIGER) competitive grant program is intended to fund capital investments in surface transportation infrastructure that will have a significant impact on the U.S., a region, or a metropolitan area. Established in 2009, TIGER has provided over \$5.1 billion to 421 projects across the country. Capital bicycle and pedestrian projects are eligible for TIGER grants.

TIGER	
Expected Next Cycle	2017
Local Match	Grant may cover up to 80% of project cost
Maximum or Minimum Grant Amounts	\$5,000,000 minimum \$100,000,000 maximum
Eligible Project Types	Surface transportation projects with a regional impact

Historically, this program has incredibly competitive and applications are time-consuming to prepare. In 2016, the following requirements applied:

- Applications due in April
- Minimum grant award of \$5 million (\$10 million in 2015)
- Maximum grant award of \$100 million (\$200 million in 2015, with no more than \$125 million allocated to projects in a single state)
- May be used for up to 80% of the costs of a project
- Funds must be obligated within three years and expended within eight years

Figure 6-21 Project Example: Los Angeles County Metropolitan Transportation Authority – Rail to Rail Active Transportation Corridor Connection Project



This project repurposes dormant rail corridor and underused right-of-way as a pedestrian and bicycle route that will span 6.4 miles through South Los Angeles communities, linking the Blue Line, the Silver Line, and the Crenshaw/LAX Line. TIGER is providing \$15 million, with a total project cost of \$34 million.

Source: The Source

Private Funding Sources

Private funding sources increasingly are used to supplement public funds, particularly in communities that are experiencing a great deal of growth and development. While private funding is most often the “last dollar in” for a project—rather than the seed money for an improved pedestrian crossing, for example—leveraging private investment is a powerful way for cities to implement more projects and build stronger partnerships with community members.

Development Fees

Some jurisdictions have implemented impact fees that can be used to fund various types of infrastructure. For example, a fee may be adopted for each peak hour vehicle trip that is generated by a new residential project. In most cases, this funding is combined with funds from other projects to establish a pool of money to construct the improvements that are on an adopted project list—such as the Pedestrian Plan’s project lists provided earlier in this chapter—which can include projects that serve many travel modes.

Cities in California, including Santa Monica and San Francisco, are exploring new types of development and transportation impact fees, including those that focus on multimodal trip making rather than simply auto trips. In Santa Monica, the purpose of the Multimodal Transportation Impact Fee established in 2012 is “to ensure that new development...pays its fair share of the costs of providing the transportation infrastructure necessary to implement the policies and achieve the goals of the [Santa Monica General] Plan” (City of Santa Monica, 2012).

Business Improvement Districts and Community Benefit Districts

Bicycle and pedestrian improvements often can be included as part of larger efforts of business improvement and retail district beautification. As described in the previous section on benefit assessment districts, BIDs collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may fund sidewalk improvements and pedestrian crossing enhancements along with ongoing maintenance, placemaking, and landscaping projects.

The City of Glendale allows for the establishment of a special benefit district called a Community Benefit District (CBD), which is much like a BID. A CBD is a community partnership with the city aimed at improving the quality of life in neighborhood and mixed use commercial districts. CBDs are a voluntary funding mechanism where following a voting process of those assessed and public hearings at City Council, either property owners, business owners, or a combination of the two are levied a special assessment to fund improvements and services that benefit their commercial district, local businesses, and properties. In areas with mixed-use developments, it could also include residential property owners. The funds and services are administered by an existing or newly established non-profit entity comprised of those who pay the assessments.

Figure 6-22 Project Example: Old Pasadena Business Improvement District



The City of Pasadena implemented the Old Pasadena Business Improvement District to revitalize the Old Town neighborhood. The BID utilizes funds collected from member businesses as well as revenue from the implementation of parking meters in the area to improve the cleanliness, safety, and aesthetic character of the area.

Source: City of Pasadena

Public-Private Partnerships

Increasingly, innovative walking and biking projects are being implemented with the assistance of and funding from private entities. These types of projects may be constructed in the public right-of-way and typically support the investments made by a city to encourage more use of the facilities. Projects funded through public-private partnerships may include green streets and pedestrian plazas, pedestrian tunnels, bike share programs, and multi-use trails.

Figure 6-23 Project Example: Santa Monica's Breeze Bicycle Sharing



The program is sponsored by Hulu at the level of \$675,000 per year for five years in exchange for logo placement on the bicycles.
Source: Santa Monica Next

Development Agreements

Many agencies negotiate development agreements on a case-by-case basis to specify the standards and conditions that will govern development of a property. As new developments are proposed, a jurisdiction may negotiate for developers to contribute towards the funding of pedestrian infrastructure improvements or for developers to implement such improvements themselves. Private developers can often complete such construction more cost effectively than public agencies.

Private Foundations

A number of local and national foundations have begun to play important roles in supporting pedestrian infrastructure improvements and programming.

National foundations that have funded urban health and active transportation investments in the recent past include the following:

- **Bloomberg Philanthropies’** Sustainable Cities and Initiative for Global Road Safety, respectively, grants aim to tackle climate change at the city and local level and reduce traffic deaths and injuries.
- **The Kresge Foundation** has supported planning (not construction) for bicycle and pedestrian facilities.
- **Outside the Box** is a grant program funded by Redbox and managed by the Online Computer Library Center (OCLC) in partnership with the Project for Public Spaces to support libraries and their communities in carrying out free, fun events in the public right-of-way to activate spaces.
- **The Robert Wood Johnson Foundation** funds projects and research related to the health impacts of active transportation and the built environment.
- **Southwest Airlines’ Heart of the Community Program** grants provide financial and technical assistance to local community partners who seek to bring new life to public spaces and transform them into vibrant places that connect people and strengthen communities.
- **The Surdna Foundation’s** Sustainable Transportation Networks and Equitable Development Patterns Grant supports efforts to boost sustainable transportation networks.

A selection of local foundations and national foundations with local ties that could be approached for support include these organizations:

- **The Community Foundation of the Verdugos** helps connect donors to community causes that matter to them.
- **The Walt Disney Company**, whose Imagineering office is located in northwest Glendale, provides charitable giving to promote healthy lifestyles for kids and families.
- **The Glendale College Foundation** supports the Glendale Community College through fundraising for facilities and programs.
- **Kaiser Permanente** Southern California Region Grants Program provides support to non-profit organizations, government entities, and academic institutions to improve community health and eliminate health disparities.

Summary and Conclusion

A variety of funding options are available to support implementation of Glendale’s Citywide Pedestrian Plan, including local sources of public revenue, partnerships with private entities, grants from local and national foundations, and a variety of regional, state, and federal public sources. Strategic implementation will involve identifying local matching funds and leveraging external funding streams to make project applications compelling and competitive for each individual funding source.

Using This Information

These prioritized project lists and potential funding sources are intended to set Glendale down a path to implementation. However, they are a roadmap rather than a prescription. The city must leverage other projects and seek new funding, implementing the Pedestrian Plan recommendations both in accordance with these recommendations and as opportunities present themselves.