



# Victory Boulevard Complete Streets Project

Community Meeting  
April 18, 2024 | 6:00 PM – 8:30 PM

# Project Overview

The City of Glendale is working toward active transportation solutions that prioritize safety, add connectivity between the Burbank Channel Bikeway, Glendale Narrows Riverwalk, the future Garden River Bridge and the Los Angeles River Bike Path to enhance accessibility and promote regional bicycle network connections.



# Project Overview

- The City conducted a feasibility study of Victory Blvd. to improve safety for cyclists and pedestrians, while maintaining traffic flow
- Study identified four potential alternatives for consideration
- Many factors were considered in developing the four alternatives including:
  - Traffic collision records
  - Traffic flow
  - Walking and biking features
  - Travel lane widths
  - Intersection turn lanes
  - Parking preservation
  - Connectivity to adjacent regional active transportation facilities for pedestrians and cyclists.



# Project Area Map

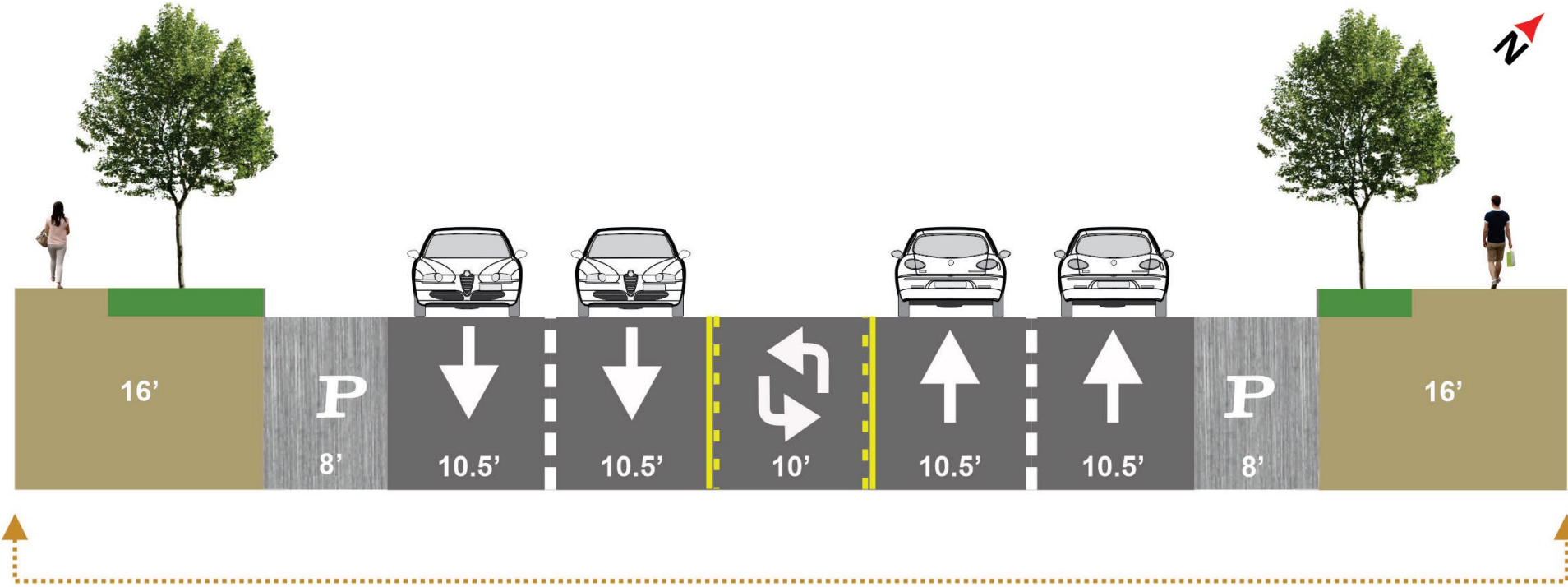


## Map Legend

- |                            |                                  |                           |                        |                                                     |
|----------------------------|----------------------------------|---------------------------|------------------------|-----------------------------------------------------|
| City Boundary              | Los Angeles River Bike Path      | Riverside Dr Bike Lanes   | Alameda Ave Bike Lanes | Riverside Drive Sharrows                            |
| Project Limit              | Burbank Channel Bikeway          | Sonora Ave Bike Lanes     | Lake Street Sharrows   | Cleveland Road Sharrows                             |
| Glendale Narrows Riverwalk | Main Street Bike Lanes (Burbank) | Glendoaks Blvd Bike Lanes | Ruberta Ave Sharrows   | Benjamin Franklin Elementary School                 |
|                            |                                  |                           |                        | Glendale Garden River Bridge Project (design phase) |



# Existing Conditions



**95'-100' Right-of-Way**



# Existing Lane Configurations

- **Roadway Layout:** Street has two lanes in each direction, a center median for left turns, and on-street parking.
- **Variable Road Width:** Road width varies between 95 and 100 feet along different segments.
- **Sidewalk Width Differences:** The variation in road width is due to different sidewalk widths along the corridor.
- **Cross-section Details:** The road includes outside vehicle lanes (with parking), inside travel lanes, and a central median/left-turn lane.



# Alternatives

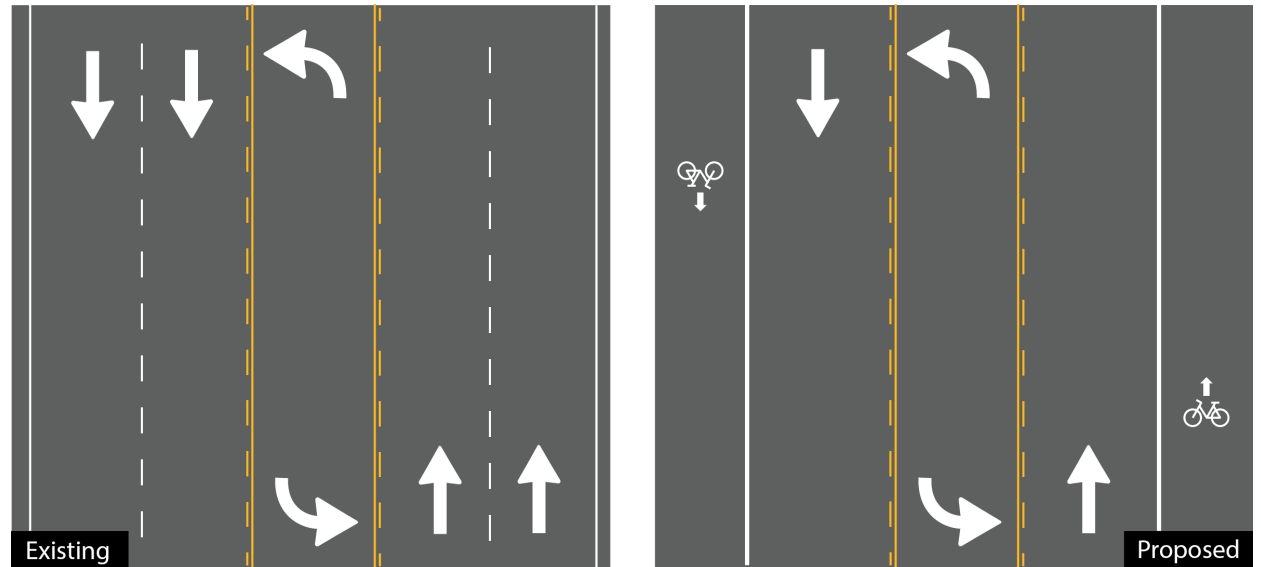
Four (4) alternatives are under consideration:

## Alternatives 1, 2 and 3:

- Include lane reductions

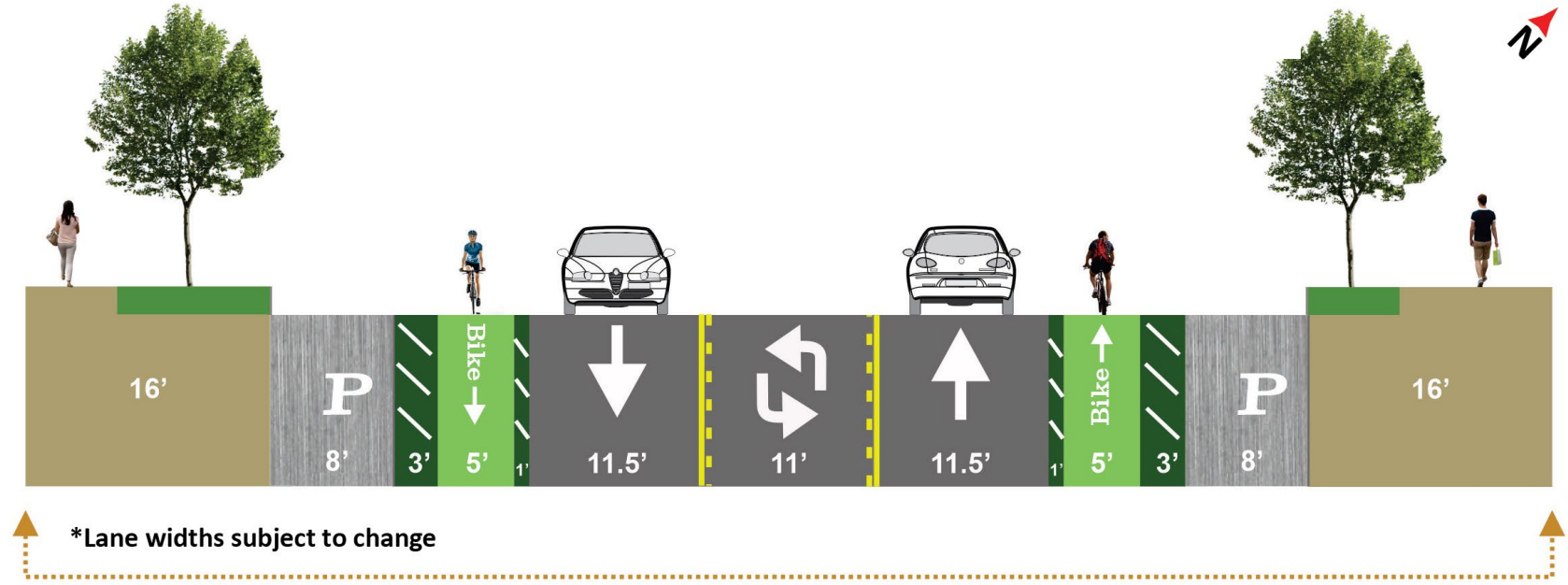
## Alternative 4:

- Maintains the current four-lane configuration.
- Road repurposing/lane reduction benefits:
  - Aims to make roads safer
  - Used to calm traffic
  - More accessible for all road users.
- Design is most effective on roads with an average daily traffic of less than 20,000 vehicles.



# Alternative 1: Class II Bike Lanes

- Repurpose one travel lane in each direction
- Adds Class II bike lanes or designated lanes for biking along streets marked by pavement striping and signage



**95'-100' Right-of-Way**





# Alternative 1: Class II Bike Lanes

## Benefits

- Maintains existing parking
- Marked bike lane enhances safety for cyclists
- Buffer created between bike lane and parked cars

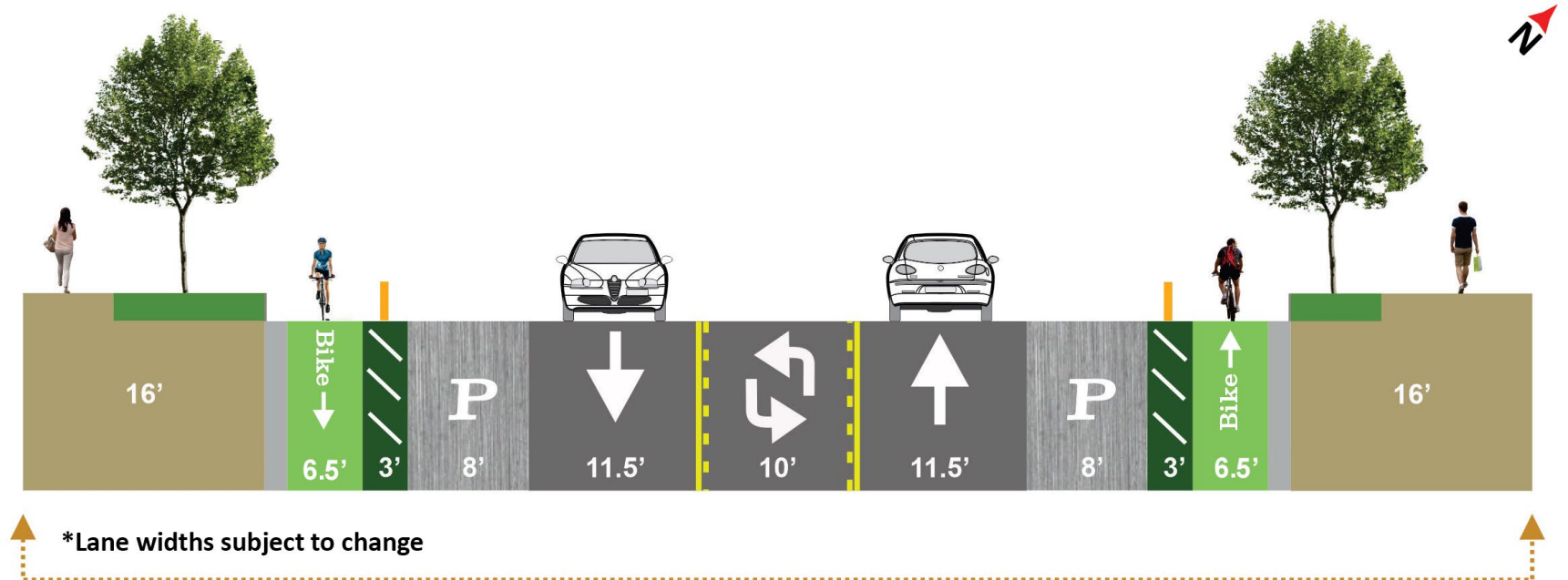
## Disadvantages

- Requires the removal of one vehicle lane in each direction
- May result in potential traffic diversions to neighboring streets



# Alternative 2: Class IV Bike Lanes

- Repurpose one travel lane in each direction
- Adds Class IV separated bike lanes that provide a physical barrier between the bicycle and traffic lanes



**95'-100' Right-of-Way**



# Alternative 2: Class IV Bike Lanes

## Benefits

- High level of protection for cyclists and no interaction with vehicles that are parking
- Physical barrier protects cyclists from moving traffic

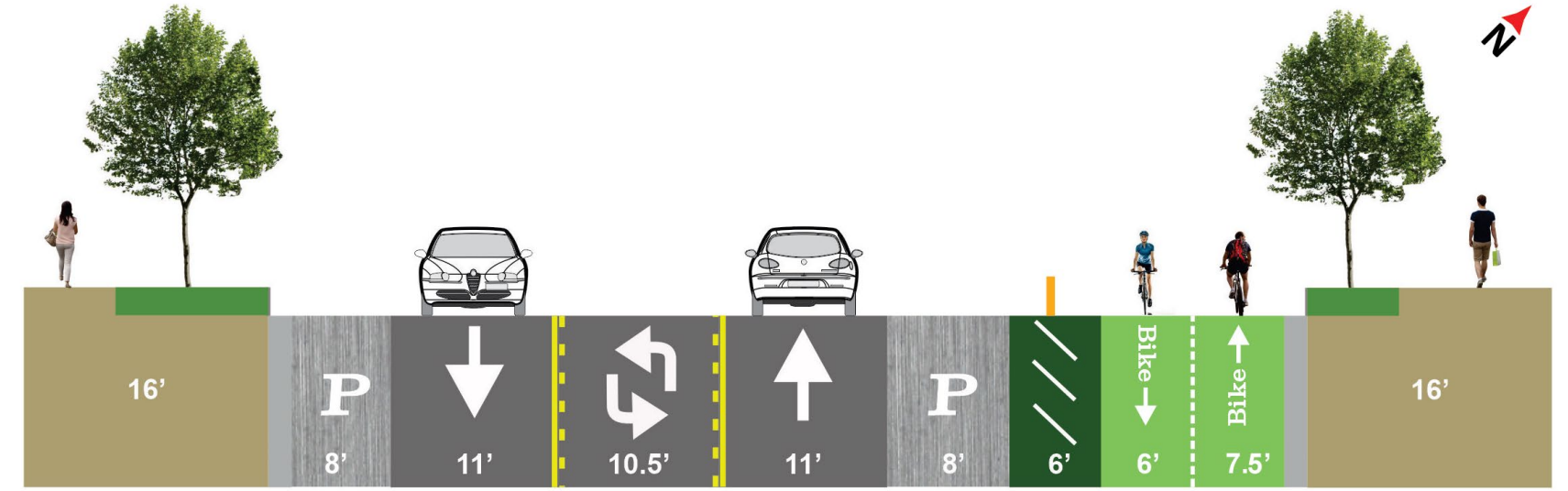
## Disadvantages

- Requires the removal of one vehicle lane in each direction
- May result in potential traffic diversions to neighboring streets



# Alternative 3: Two-Way Cycle Track

- Repurpose one travel lane in each direction
- Adds two-way separated cycle bicycle lanes that allow movement in both directions



\*Lane widths subject to change

**95'-100' Right-of-Way**



# Alternative 3: Two-Way Cycle Track

## Benefits

- Highest level of protection for cyclists
- Has potential to attract riders with wider range of skills and abilities
- Reduced conflict with parallel parking vehicles
- Improved connection to Burbank Channel Bikeway

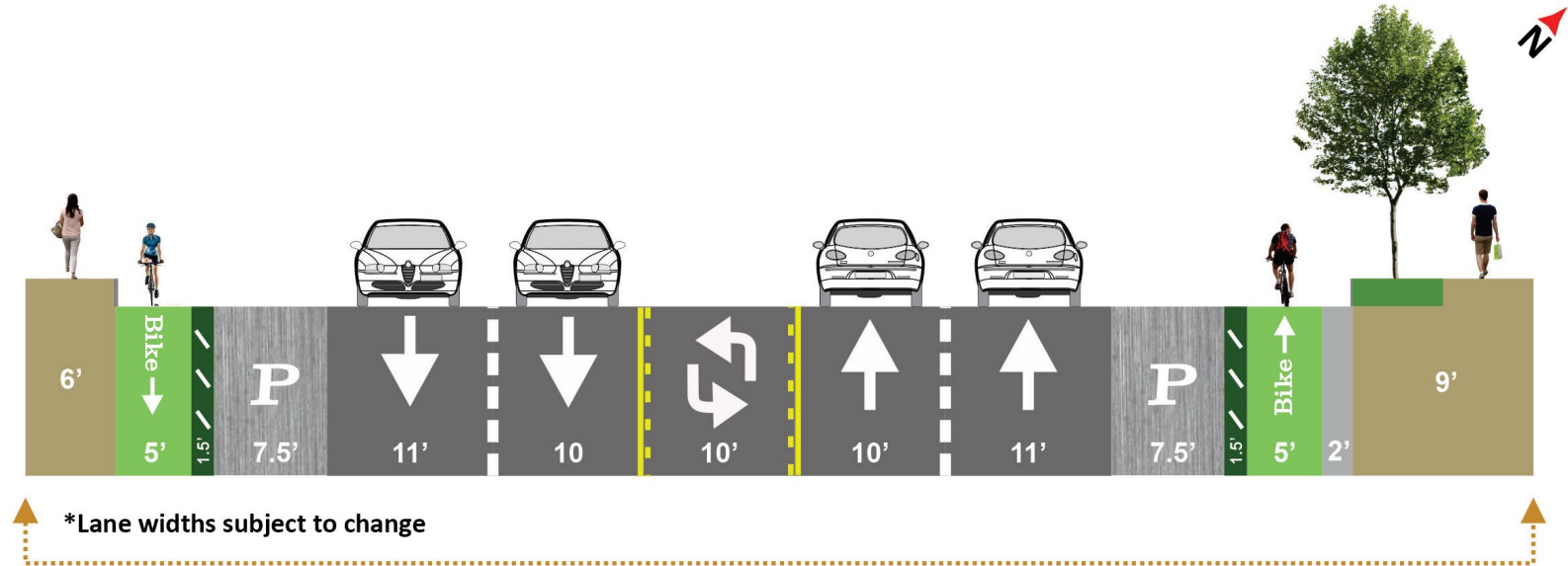
## Disadvantages

- Cars going in/out of driveways would need to cross cycle track and look both ways
- Requires the removal of one vehicle lane in each direction, resulting in potential traffic diversions to neighboring streets



# Alternative 4: Four lane roadway, Class IV Protected Bike Lanes

- Maintains the four vehicle lanes and the center two-way left-turn lane
- Adds separated Class IV bike lanes that provide a physical barrier between the bicycle and traffic lanes on each side of the street
- The roadway would be widened, and concrete islands built around existing power poles, slightly reducing on-street parking at the power pole locations



**95'-100' Right-of-Way**



# Alternative 4

## Benefits

- High level of protection for cyclists
- Improved connection to Burbank Channel Bikeway
- No impacts to street cleaning
- Curb lane and parking configuration similar to existing conditions

## Disadvantages

- Requires sidewalk reduction
- Some loss of parking
- Requires new driveway ramps
- New curb and gutter, street light, and fire hydrant relocation would be required





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