



# Glendale Citywide Pedestrian Plan

## Part 1: Taking Stock

September 2016



Glendale Walks &  
Safe Routes to School





## Table of Contents

		Page
<b>1</b>	<b>Framing the Challenge</b> .....	<b>1-1</b>
	Why is walking important?.....	1-2
	Why are we doing this work?.....	1-3
	What makes a place walkable?.....	1-4
	How does the plan fit into Glendale’s broader planning framework?.....	1-5
	What are the vision and goals of the Citywide Pedestrian Plan?.....	1-5
	What does this mean?.....	1-7
<b>2</b>	<b>Understanding the Context</b> .....	<b>2-1</b>
	Glendale in Focus.....	2-1
	Community Outreach .....	2-4
	Plans and Policies .....	2-6
	Codes and Ordinances .....	2-19
	City Programs.....	2-22
	Community Health Programs.....	2-23
	Economic Development Strategies .....	2-25
	Other Local Efforts.....	2-27
	Key Findings .....	2-28
	Peer City Practices.....	2-29
<b>3</b>	<b>Crunching the Numbers</b> .....	<b>3-1</b>
	Pedestrian Counts.....	3-2
	Pedestrian Infrastructure and Demand.....	3-10
	Pedestrian Safety .....	3-32
	Walking and Social Equity.....	3-50
	Walking and Health .....	3-57
	Summary.....	3-62
<b>4</b>	<b>Becoming the Best</b> .....	<b>4-1</b>
	Best Practices .....	4-1
	Vision Zero Plans.....	4-1
	Pedestrian Access to Transit.....	4-6
	Pedestrian Crossings.....	4-10
	Traffic Calming .....	4-20
	Arterial Traffic Calming .....	4-26
	Frameworks for Inventorying, Assessing, and Prioritizing Pedestrian Investments.....	4-28
	Innovative Pedestrian Programs.....	4-34
	Outreach for Non-English Speaking or Low-English Proficiency Populations .....	4-42
	Enforcement .....	4-45
	Dedicated Funding.....	4-48
	Next Steps.....	4-50

## Table of Figures

	<b>Page</b>
Figure 2-1 Glendale Overview .....	2-2
Figure 2-2 Neighborhoods in Glendale .....	2-3
Figure 2-3 North Glendale Community Plan Mobility Network Map.....	2-13
Figure 2-4 Downtown Specific Plan Mobility Network Map.....	2-14
Figure 2-5 State/City Codes and Ordinances.....	2-19
Figure 2-6 Peer City Interviewees .....	2-29
Figure 2-7 Southern California Scorecard.....	2-30
Figure 2-8 Summary of Peer City Findings.....	2-31
Figure 3-1 Screenline Count Collection Form.....	3-3
Figure 3-2 2016 Screenline Locations .....	3-4
Figure 3-3 2016 Downtown Screenline Locations .....	3-5
Figure 3-4 Top 10 Screenlines by Overall Pedestrian Volumes .....	3-6
Figure 3-5 Total Observed Volumes (Citywide) .....	3-7
Figure 3-6 Total Observed Volumes (Downtown Glendale) .....	3-8
Figure 3-7 Top 10 Changes in Pedestrian Activity by Total Volume (2013 – 2016) .....	3-9
Figure 3-8 Sidewalk Coverage by Roadway Classification .....	3-10
Figure 3-9 Existing Pedestrian Infrastructure .....	3-12
Figure 3-10 Curb Ramps.....	3-13
Figure 3-11 Transit Access.....	3-14
Figure 3-12 Safe Routes to School Infrastructure Projects .....	3-15
Figure 3-13 Schools with Safe Routes to School Infrastructure Improvements.....	3-16
Figure 3-14 Walking Comfort Criteria .....	3-17
Figure 3-15 Walking Comfort Analysis .....	3-18
Figure 3-16 Posted Speed Limit.....	3-19
Figure 3-17 Number of Travel Lanes.....	3-19
Figure 3-18 Traffic Volumes .....	3-20
Figure 3-19 Spacing of Streetlights .....	3-20
Figure 3-20 Presence of Sidewalks .....	3-21
Figure 3-21 Population Density.....	3-23
Figure 3-22 Employment Density.....	3-24
Figure 3-23 Existing Land Use .....	3-25
Figure 3-24 Pedestrian Demand .....	3-26
Figure 3-25 Future Land Use .....	3-27
Figure 3-26 Speed and Pedestrian Facilities.....	3-28
Figure 3-27 Ease of Crossing Analysis Results.....	3-31
Figure 3-28 Top Collision Type .....	3-34
Figure 3-29 Pedestrian Collisions by Year.....	3-35
Figure 3-30 Pedestrian Collisions by Year and Severity .....	3-36

Figure 3-31	Pedestrian Collisions by Time of Day .....	3-37
Figure 3-32	Pedestrian Collisions by Time of Day and Age .....	3-37
Figure 3-33	Pedestrian Collisions by Time and Severity .....	3-38
Figure 3-34	Pedestrian Collisions by Month and Lighting.....	3-38
Figure 3-35	Pedestrian Collisions by Day of the Week .....	3-39
Figure 3-36	Age of Pedestrians Involved in Collisions.....	3-39
Figure 3-37	Race/Ethnicity of Pedestrians Involved in Collisions .....	3-40
Figure 3-38	Driver Age in Pedestrian Collisions .....	3-41
Figure 3-39	Gender of Drivers and Pedestrians.....	3-41
Figure 3-40	Location of Pedestrian Collisions .....	3-42
Figure 3-41	Roadway Classification of Pedestrian Collisions .....	3-42
Figure 3-42	Common Collision Types and Fault .....	3-43
Figure 3-43	High-Collision Corridors .....	3-44
Figure 3-44	High-Collision Corridors .....	3-45
Figure 3-45	Map of High-Collision Corridors .....	3-47
Figure 3-46	High-Collision Intersections.....	3-48
Figure 3-47	High-Collision Pedestrian Intersections .....	3-49
Figure 3-48	Summary of Demographic Factors.....	3-50
Figure 3-49	Density of People with a Disability.....	3-51
Figure 3-50	Density of Youth .....	3-51
Figure 3-51	Density of Older Adults.....	3-52
Figure 3-52	Density of People of Color .....	3-52
Figure 3-53	Density of People with Limited English Proficiency.....	3-53
Figure 3-54	Density of People in Poverty.....	3-53
Figure 3-55	Density of No Vehicle Households .....	3-54
Figure 3-56	Composite Equity Analysis .....	3-55
Figure 3-57	Deaths from Hypertension .....	3-58
Figure 3-58	Deaths from Diabetes.....	3-58
Figure 3-59	Death from Heart Disease.....	3-59
Figure 3-60	Density of Pedestrian Collisions .....	3-59
Figure 3-61	Access to Grocery Stores .....	3-60
Figure 3-62	Access to Parks.....	3-60
Figure 3-63	Composite Health Analysis.....	3-61
Figure 4-1	Los Angeles Vision Zero Executive Committee Immediate Actions.....	4-3
Figure 4-2	Austin Vision Zero Actions, Responsible Agencies, and Costs.....	4-5
Figure 4-3	Types of Curb Extensions .....	4-11
Figure 4-4	Roadway Rechannelization and Average Daily Trips .....	4-23

