

Glendale Citywide Pedestrian Plan

Appendix A: Programs and Policies Summary Matrix

September 2016

Figure A-1 Programs and Policies Summary Matrix

Plan/Policy/Program	Recommendation
Circulation Element of the General Plan	Discourage high speeds on residential streets through roadway design and traffic enforcement.
	Develop acceptable thresholds of traffic volume in residential zones based on environmental capacity.
	Meet special transportation needs of the physically challenged.
	Provide / maintain high quality streetscape and pedestrian amenities.
	Support enhancement of existing and creation of new pedestrian-oriented retail centers.
	Evaluate off-street parking standards for new development to determine if parking standards can be modified where transit service, bicycle facilities or pedestrian amenities are available in order to encourage transit uses, bicycling, or walking.
North Glendale Community Plan	Implement the Safe and Healthy Streets Plan, Bikeway Master Plan, Safe Routes to School and other multi-modal policies and programs.
	Support best practices in parking management.
	Support flexibility in local street improvements (i.e. sidewalks, lighting, access) to meet neighborhood needs.
	Designates Pedestrian Priority areas: Foothill Blvd west of Dunsmore Avenue (“Main Street”) and Honolulu Avenue in Montrose.
South Glendale Community Plan (Draft)	Proposed designation of Pedestrian Priority Streets: Central Ave from Glenoaks to San Fernando Rd; Brand Blvd from Colorado Ave to north of Glenoaks Blvd; Broadway from San Fernando Rd to Verdugo Rd; Colorado Ave from San Fernando Rd to Glendale Fwy; Downtown Glendale and Tropico TOD.
Downtown Specific Plan (DSP)	Strategically encourage ground floor uses that will contribute to creation of primary and secondary pedestrian activity streets.
	New development should enhance pedestrian activity by improving the physical attractiveness of the street and providing places for relaxation, shopping, etc.
	Reuse of existing buildings - ground floor should be redesigned to attract and encourage pedestrian traffic and/or accommodate pedestrian uses.

Plan/Policy/Program	Recommendation
	Set-backs - There shall be a minimum average setback on the ground floor of 12 feet from the curb to the building frontage on public streets.
	Buildings should address the street in ways that reinforce pedestrian activity.
	Develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses.
	Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets.
	Emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety.
	Provide a high level of pedestrian amenities throughout downtown area. Minimize interruptions in sidewalks designated for pedestrian priority.
	Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts.
	Consider special mobility requirements of the young, elderly, and wheelchair/mobility impaired people.
	Promote increased walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.
	Develop a new street classification for Pedestrian Priority Streets (aligned with Downtown Mobility Study).
Downtown Mobility Study	Street Typology - Each street should have a primary purpose (auto traffic, transit, pedestrian, bicycle) and should be designed to maximize efficiency and comfort of that mode.
	Improving pedestrian mobility and ensuring safe and fluid interface between pedestrians and other modes. Recommendations address: sidewalk conditions, intersection and crosswalk conditions, continuity and connectivity of the pedestrian network, and safety.
	Sidewalk Widths: Preserve and enhance current sidewalk widths. All Primary Pedestrian Streets should maintain a sidewalk width of at least 12-18 feet.

Plan/Policy/Program	Recommendation
	Use pedestrian and bicycle performance measures.
	Implement a multimodal transportation and parking wayfinding system.
	Create a pedestrian-friendly environment that is easily navigated by downtown residents, employees, and visitors (especially first-time visitors).
	Create a Downtown Transportation and Management District.
8 Points for Compass Blueprint	Create an urban growth boundary.
	Designation of street types to primarily serves autos, pedestrians, or transit.
	Revise level of service (LOS) criteria based on movement of people versus cars.
Safe and Healthy Streets Plan	Establish education and safety programs and partnerships to educate residents on how to safely walk and ride a bike.
	Establish pedestrian and bicyclist safety training programs in collaboration with all schools in Glendale.
	Establish a pedestrian and bicyclist safety training program through the Community Services & Parks Department.
	Work with the Glendale Police Department and the Los Angeles Superior Court system to establish a bicycle/pedestrian traffic school curriculum in lieu of other penalties for bicycle/pedestrian related traffic law violators.
	Educate motorists on how to correctly and safely interact with cyclists and pedestrians.
	Incorporate enhanced bicycle/pedestrian safety training into driving school and driver education programs in Glendale.
	Launch a motorist education campaign focused on speeding, aggressive behavior, and cell phone use.
	Publish and broadcast information regarding proper pedestrian and bicyclist safety and make this information readily available throughout the Glendale community.
	Provide free pedestrian and bicyclist maps, with safety information printed on back of the maps.
	Launch and maintain a City website with bicycle/pedestrian safety info, maps, and resources.

Plan/Policy/Program	Recommendation
	Formulate public/private partnerships for safety/education campaigns for cyclists, pedestrians, and drivers (public service announcements, brochures, events).
	Continue ongoing bicyclist and pedestrian education for City Staff through free or paid webinars.
	Establish programs and partnerships that will encourage the Glendale community to walk or ride a bike for recreation and transportation.
	Establish City-organized rides and walks, including those that may include periodic street closures.
	Adopt City-sponsored ongoing promotions (Bike to Work Day/Bike to Work Month, Car Free Fridays, Walking Wednesdays).
	Maintain and expand partnerships with all schools in Glendale to support/promote Safe Routes to School programs (International Walk to School Day, Bike to School Day, Walking School Buses, Bike Trains, Walking Wednesdays).
	Encourage citywide employee incentives for bicyclists and pedestrians.
	Improve bicyclist and pedestrian safety through targeted enforcement.
	Report all bicyclist, pedestrian and bike/ped-related automobile crashes resulting in injuries or worse, and report all lower severity crashes, whenever possible. Publish a regular report of bicyclist and pedestrian related crashes compiled from the Statewide Integrated Traffic Records System. Include potential improvement goals and strategies for the future.
	Continue to place a high priority on enforcement of motorist, bicyclist, and pedestrian violations that most frequently cause injuries and fatalities among bicyclists and pedestrians.
	Create a simple pocket guide of bicycle/pedestrian laws for Glendale.
	Use the National Highway Traffic Safety Administration videos “Enforcing Laws for Pedestrians” and “Enforcing Laws for Bicyclists.”
	Produce bicycle/pedestrian information/education videos for Police officers and for the public.
	Add ordinances or resolutions that improve safety for bicyclists and pedestrians.
	Pass a resolution supporting change of state law regarding speed surveys and 85th percentile.

Plan/Policy/Program	Recommendation
	Pass a resolution adopting provisions of AB 321 to lower speed limits near schools.
	Maintain and update design standards that reduce vehicular speeds.
	Maintain and update traffic calming measures in the Glendale Traffic Calming Program.
	Incorporate best practices in pedestrian and bicycle facility design.
	Strive to implement detailed pedestrian and bicyclist design guidelines, derived from FHWA pedestrian and bicyclist safety guidelines, that exceed minimum state and federal standards, and to be incorporated into the Bikeway Master Plan, Safe Routes to School Plan, and other pedestrian or bicyclist related documents.
	Continue with implementation of mobility standards that encourage walking, biking, and transit use.
	Incorporate pedestrian and bicyclist project review into all capital improvement projects. Continue referring to the Bikeway Master Plan and FHWA Pedestrian Safety Guidelines for all Capital Improvement projects.
	Pursue inexpensive and experimental pilot projects for pedestrians and bicyclists that can be made permanent whenever a pilot project is successful or dropped when it is not.
	Adopt a Complete Streets Policy and design standards in accordance with the California Complete Streets Act of 2008 so that transportation improvements in the City of Glendale will accommodate all modes of transportation.
	Create land use policies that encourage biking and walking.
	Establish regular updates to City policies and documents related to bicyclists and pedestrians.
	Recommend that current and future pedestrian and bicyclist related policies and policy documents such as the Bikeway Master Plan and the Safe and Healthy Streets Plan be updated regularly with specific timelines and measurable goals.
	Establish regular, on-going evaluation and monitoring of engineering projects.
	Incorporate pedestrian/bicyclist project implementation in the regular review of Capital Improvement Projects.
	Create an official [Transportation and Parking Commission] Pedestrian and Bicyclist Advisory Committee and a Pedestrian and Bicyclist Technical Advisory Team dedicated to the review and implementation of Pedestrian and Bicycle policies.

Plan/Policy/Program	Recommendation
	Officially create a Pedestrian and Bicyclist Technical Advisory Team composed of City Staff to evaluate pedestrian and bicycle policies.
	Create a [Transportation and Parking Commission] Pedestrian and Bicyclist Advisory Committee composed of representatives from the Transportation and Parking Commission, Planning Commission, Parks Commission and Glendale Residents.
	City Pedestrian and Bicyclist Technical Advisory Team to conduct regularly scheduled updates to the [Transportation and Parking Commission] Pedestrian and Bicyclist Advisory Committee on the implementation of pedestrian and bicycle policies and the Safe and Healthy Streets Plan.
	Assess pedestrian/bicycle programs, events and infrastructure improvements as recommended by the Safe and Healthy Streets Plan.
	Conduct regular bicycle/pedestrian counts in September.
	Conduct a review of pedestrian/bicycle collision reports on a regular basis. Establish safety goals.
	Adopt performance measures and benchmarks for the implementation of education, encouragement and enforcement programs.
	Support and coordinate with outside agencies and consultants to assist the City in evaluation programs.
	Support alternatives for measuring level-of-service.
	Once a framework has been established funding and implementing pedestrian and bicyclist policies, programs, and infrastructure, seek promotional opportunities.
	Apply for a Walk Friendly Community Designation.
	Allocate City Staff to coordinate and to implement pedestrian and bicyclist policies, programs, and facilities.
	Expand staff resources from various City departments to incorporate pedestrian and bicyclist programs, policies and infrastructure to City transportation projects currently in progress.
	Allocate City Staff to incorporate pedestrian and bicyclist programs, policies and infrastructure to future and unfunded City transportation projects.

Plan/Policy/Program	Recommendation
	Recommend a percentage of transportation dollars allocated to the City of Glendale to be spent on pedestrian and bicyclist related projects.
	Establish a Pedestrian and Bicyclist Technical Advisory Team consisting of City Staff to coordinate all Pedestrian and Bicyclist Programs for the City of Glendale.
	Support to fund a currently vacant City staff position that directly contributes to pedestrian and bicyclist programs, including traffic safety and calming programs.
	Create organizations and work with existing organizations that will assist in the implementation of pedestrian and bicyclist policies, programs and facilities.
	Establish a [Transportation and Parking Commission] Pedestrian and Bicyclist Advisory Committee for the city.
	Receive assistance from consultants and not-for-profit organizations to fund positions or programs that directly benefit pedestrians and bicyclists in the City of Glendale.
	Create a Pedestrian and Bicyclist Coordinator position to be the primary point of contact for the Pedestrian and Bicyclist Technical Advisory Team and the [Transportation and Parking Commission] Pedestrian and Bicyclist Advisory Committee.
	Continue to identify and pursue funding sources for the purpose of implementing pedestrian and bicycle projects and programs, including those recommended in the Safe and Healthy Streets Plan.
	Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.
Greener Glendale Plan	Facilitate the provision of alternative transportation infrastructure.
	Incentivize community provision and funding of transit and bicycle, pedestrian, and multimodal infrastructure.
	Adopt a comprehensive parking policy to encourage the use of carpooling and alternative modes of transportation.
2013 Bicycle and Pedestrian Report	Conduct pedestrian counts every two years.
	Utilize count and collision data to prioritize projects, programs, grants.
	Supplement count and collision data with other data sources.

Plan/Policy/Program	Recommendation
Pedestrian Safety Advisory Task Force Recommendations	Amend high-visibility crosswalk policy. Current Public Works policy limits placement of high-visibility ladder crosswalks to areas within and adjacent to school zones and uncontrolled crosswalks.
	Establish/clarify prioritization process for restriping crosswalks.
	Stripe additional advance yield lines and restripe faded advance yield lines citywide.
	Make spot improvements.
	Develop public prioritization process for implementation of bulb-outs, leading pedestrian intervals, and pedestrian scrambles.
	Implement and finalize the draft Pedestrian Safety Action Plan.
	Implement speed feedback signs citywide
	Improve public request process for mobile Glendale Police Department warning signs.
	Support existing hotspot enforcement and pursue ongoing funding
	Explore the feasibility of administrative tickets for pedestrian safety violations.
	Increase reach of enforcement efforts through media.
	Allocate/secure funding to develop suite of professionally designed educational materials.
	Establish a pilot area for intensive pedestrian safety education campaign.
	Cultivate community partnerships and engage local businesses to broadcast pedestrian education messages (include [Glendale Unified School District] and [Glendale Community College]).
California State AB 321	Vehicles: prima facie speed limits: schools
California State AB 529	Speed Limit: downward speed zoning