

ACTION PLAN

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Section 1 – Introduction

This chapter is an Implementation Plan that provides a prioritized work plan of all critical path actions that the City of Glendale must take to implement recommendations in the Safe and Healthy Street Plan. This chapter includes the following:

- A phased implementation timeline for bicycle and pedestrian education, encouragement, enforcement, engineering and evaluation programs recommended in the Safe and Healthy Streets Plan, including:
 - Items in Progress – policies and programs already being implemented or to be developed during the creation of the Safe and Healthy Streets Plan.
 - Short-term actions – to be adopted within 1-2 years after the Safe and Healthy Streets Plan adoption.
 - Medium-term actions – to be implemented within 5 years after the adoption of the Safe and Healthy Streets Plan.
 - Long-Term actions – to be implemented within 5-10 years after the adoption of the Safe and Healthy Streets Plan.
- Additional studies needed in order to implement certain Safe and Healthy Streets Plan recommendations.

Section 2- Phased Recommendations

One of the key components in the Safe and Healthy Streets Plan is to not only improve the health and safety of Glendale residents and provide improvements for pedestrians and bicyclists, but to also implement policy, including those in the City's existing framework. The intention of the Safe and Healthy Streets Plan is to ensure that policy plans do not sit on the shelf, that they are actively referenced and incorporated into the City's capital projects, programs and activities.

Items in Progress –

Policies that are "In Progress" are items that are already being implemented or may be implemented in tandem with the adoption of the Safe and Healthy Streets Plan. These items are mainly focused on establishing improved communication and information about bicycling and walking in the City, as well as establishing resources and events that help promote improved safety, health, bicycling and walking with current infrastructure and financial capabilities. In addition, officially recognizing existing City policies that already benefit pedestrians and bicyclists are included. These policy recommendations include:

Education

- 2.1b - Establish a bicycle and pedestrian safety training program through the Community Services & Parks Department.

- 2.2c - Launch a motorist education campaign focused on speeding, aggressive behavior, and cell phone use.
- 2.4 - Continuing ongoing bicyclist and pedestrian education for City Staff through free or paid webinars.

Encouragement

- 3.1a - Establish City-organized rides and walks, including those that may include periodic street closures.
- 3.1d - Maintain and expand partnerships with all schools in Glendale to support/promote Safe Routes to School programs.

Enforcement

- 4.1b - 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.
- 4.2b - Eliminate mandatory bicycle licensing requirements, Glendale Municipal Code 10.60.010-100.

Engineering

- 5.2b - Continue with implementation of mobility standards that encourage walking, biking, and transit use.
- 5.2c - Continue expanding the City's bicycle parking facilities. Include installation of secure parking facilities for downtown or the Glendale Transportation Center.
- 5.2e - 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.
- 5.4a - Establish bicycle parking requirements for private development and redevelopment.

Evaluation

- 6.1a - Recommend that current and future bicycle and pedestrian 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.
- 6.1b - Require that the Bikeway Master Plan be updated every three years to be eligible for most State and Federal Funding Sources.
- 6.2a - Incorporate pedestrian/bicycle project implementation in the regular review of Capital Improvement Projects.
- 6.3a - Officially create a Pedestrian and Bicycle Technical Advisory Team composed of City Staff to evaluate pedestrian and bicycle policies.
- 6.4a - Conduct regular bicycle/pedestrian counts in September.

Resources and Staffing

- 7.1a - Expand staff resources from various City departments to incorporate bicycle and pedestrian programs, policies and infrastructure to City transportation projects currently in progress.
- 7.1d - Establish a Pedestrian and Bicycle Technical Advisory Team consisting of City Staff to coordinate all Pedestrian and Bicycle Programs for the City of Glendale.
- 7.2b - 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.

Funding Sources

- 8.1 - 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.

Short-Term Items –

Shortly after the adoption of the Safe and Healthy Streets Plan, it will be imperative for the City to establish the supporting structure for policies, programs and infrastructure improvements 1-2 years after plan adoption. This will include but will not be limited to the formation of advisory groups, initiating the process for creating performance standards for policies and programs listed in this plan, as well as starting the process for securing funding for additional studies and plans needed to implement the remainder of Safe and Healthy Streets Plan policies. The following policies are recommended for adoption shortly after approval of the Safe and Healthy Streets Plan:

Education

- 2.1a - Establish bicycle and pedestrian safety training programs in collaboration with all schools in Glendale.
- 2.1d - Establish a community bike repair workshop with classes in bike maintenance.
- 2.1e - Establish bicycle riding skills classes for novice mountain bike riders.
- 2.2b - Adopt a Council Resolution supporting improved bicycle safety education in the California Department of Motor Vehicles Driver Education and Driving School Instructor Lesson Plans.
- 2.3a - Providing free bicycle and pedestrian maps, with safety information printed on back of the maps.
- 2.3b - Launching and maintain a City website with bicycle/pedestrian safety info, maps, and resources.
- 2.3c - Formulate public/private partnerships for safety/education campaigns for cyclists, pedestrians & drivers (public service announcements, brochures, events).
- 2.3d - Printing a Glendale edition of *Bicycling Street Smarts* bike safety booklet to be made available through local shops, parks, libraries, city offices, the Police Department, etc.

Encouragement

- 3.1c - Adopt City-sponsored ongoing promotions (such as Bike to Work Day and Car Free Fridays).
- 3.1e - Encourage citywide incentives for bicyclists and pedestrians.

Enforcement

- 4.1a - 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 (SWITRS). Include potential improvement goals and strategies for the future.
- 4.1c - Create a simple pocket guide of bicycle/pedestrian laws for Glendale.
- 4.1d - Approve the bicycle law enforcement training program contained in the National Highway Traffic Safety Administration (NHTSA) CD-ROM "Enhancing Bicycle Safety: Law Enforcement's Role" as part of Glendale Police Department's ongoing voluntary training.
- 4.1e - Adopt the National Highway Traffic Safety Administration (NHTSA) videos "Enforcing Laws for Pedestrians" and "Enforcing Laws for Bicyclists"
- 4.1g - Establish a distribution program for bicycle lights and helmets.
- 4.3b - Pass a resolution adopting provisions of AB 321- lowering speed limits near schools.

Engineering

- 5.2a - Strive to implement detailed pedestrian and bicycle 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.
- 5.3 - 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 users.

Evaluation

- 6.3b - Create a TPC Pedestrian and Bicycle Advisory Committee composed of representatives from the Transportation and Parking Commission, Planning Commission, Parks Commission and Glendale Residents.
- 6.3c - City Pedestrian and Bicycle Technical Advisory Team to conduct regularly scheduled updates to the TPC Pedestrian and Bicycle Advisory Committee on the implementation of pedestrian and bicycle policies and the Safe and Healthy Streets Plan.
- 6.4b - Conduct a review of pedestrian/bicycle collision reports on a regular basis. Establish safety goals.
- 6.4c - Conduct an inventory of bike racks, lanes, shared lane markings, etc. on a regular basis to chart the progress of implementing this infrastructure. Adopt performance measures for Capital Improvements as a result of this inventory.

Resources and Staffing

- 7.1b - Allocate City Staff to incorporate pedestrian and bicycle programs, policies and infrastructure to future and unfunded City transportation projects.
- 7.1c - Recommend a percentage of transportation dollars allocated to the City of Glendale to be spent on pedestrian and bicycle related projects.
- 7.2a - Establish a TPC Pedestrian and Bicycle Advisory Committee for the City of Glendale.

Funding Sources

- 8.2 - Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.

Medium-Term Items –

Items to be implemented within 5 years include establishing all City-administered encouragement and education programs, refining and developing additional performance measures, securing funding for more capital intensive projects, completing all supporting policy studies and documents to the Safe and Healthy Streets Plan, as well as implementing policies requiring coordination with state, county and non-governmental agencies. Policies recommended to be implemented in the next five years include:

Education

- 2.1c - 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.
- 2.2a - Incorporate enhanced bicycle/pedestrian safety training into driving school and driver education programs in Glendale.

Encouragement

- 3.1b - Create novice mountain bike trails and a mountain bike skills park.

Enforcement

- 4.2a - Modify Glendale Municipal Code 10.64.025 regarding bicycle riding on sidewalks.
- 4.3a - Pass a resolution supporting change of state law regarding speed surveys and 85th percentile.

Engineering

- 5.1a - Maintain and update traffic calming measures in the Glendale Traffic Calming Program.
- 5.2d - Establish and encourage bicycle sharing facilities.

- 5.2f - 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.

Evaluation

- 6.4d - Adopt performance measures and benchmarks for the implementation of education, encouragement and enforcement programs.
- 6.4e - Support and coordinate with outside agencies and consultants to assist the City in evaluation programs.

Resources and Staffing

- 7.1e - Support to fund a currently vacant City staff position that directly contributes to bicyclist and pedestrian programs, including traffic safety and calming programs.
- 7.3a - Create a Bicycle/Pedestrian Coordinator position to be the primary point of contact for the Pedestrian and Bicycle Technical Advisory Team and the TPC Pedestrian and Bicycle Advisory Committee.

Long-Term Items –

Items to be implemented within 5-10 years under this category are higher cost projects that are capital, operations and maintenance intensive or high-level policies that require multi-jurisdictional coordination. However, if nearer-term recommendations are implemented in the Safe and Healthy Streets Plan, the projects and policies listed below will further benefit the health, safety and enrichment of Glendale residents. Recommendations from the Safe and Healthy Streets Plan include:

Enforcement

- 4.1f - Produce bicycle/pedestrian information/education videos for Police officers and for the public.

Engineering

- 5.3a - Revise Circulation element to include Level of Service measurements for pedestrians, bicyclists and transit users. Update street classifications/typologies to include enhanced pedestrian and bicyclist accommodation.

Evaluation

- 6.5 - Policy: Support alternatives for measuring level-of-service.
- 6.6a - Pursue Bike Friendly Community Status from the League of American Bicyclists.
- 6.6b - Apply for a Walk Friendly Community Designation.

Section 3: Additional Studies Needed

While many of the policy recommendations in the Safe and Healthy Street plan involve implementation of existing citywide policies and establishing funding for educational programs, this section lists additional studies recommended in order to implement certain Safe and Healthy Streets Plan recommendations:

- Update the existing Bicycle Master Plan
- Develop a Complete Streets Plan
- Launch studies to analyze Bicyclist, Vehicular and Pedestrian Crash Data in the City of Glendale