

ACTION PLAN

9



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

RESEARCH AND DATA

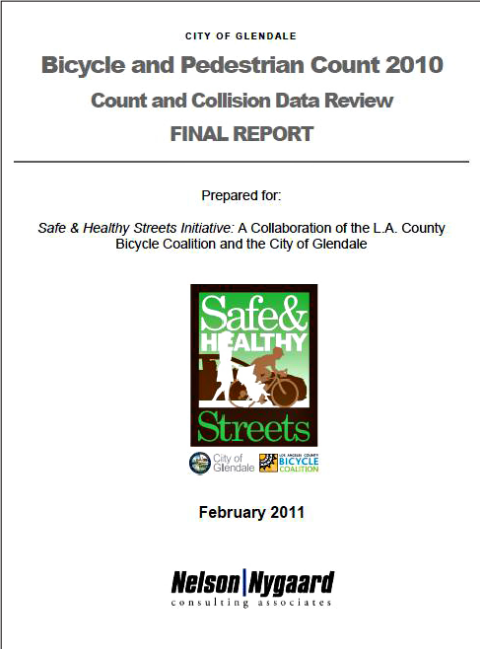
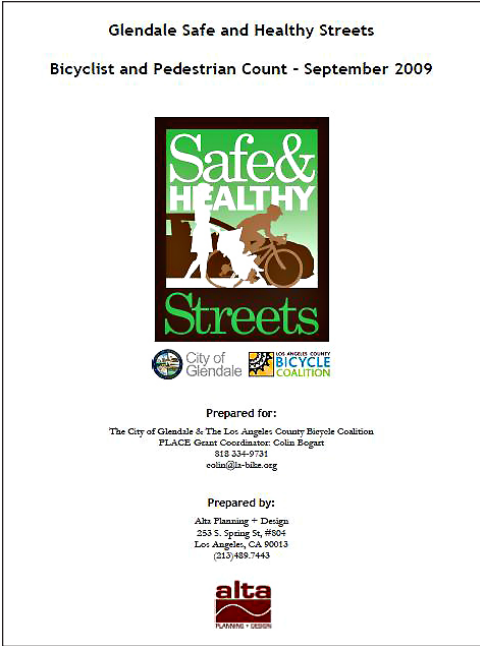
10



The policies in the Safe and Healthy Streets Plan are informed, in part, by the following research and outreach conducted specifically for this plan. The information gathered is available through website links in the Appendix of this plan and are intended to be used for other City of Glendale plans, policies, or capital improvement projects.

Bicyclist and Pedestrian Count September 2009 and 2010

On September 16 and 19, 2009, the Safe & Healthy Streets Team and eighty-five volunteers conducted a city-wide bicyclist and pedestrian count. The count was conducted using standardized methodology at twenty-four different locations during the morning and evening commute times on September 16 and late morning of September 19. Counts were also conducted near Hoover and Glendale High Schools during the afternoon dismissal on September 16, via City traffic cameras at 6 additional locations in central and south Glendale, and at seven of the 24 primary locations, earlier in the morning of the 19th. The purpose of the count was to set a baseline of information about where and how many people are walking and biking in Glendale. The locations were carefully chosen based on existing or proposed bike routes, key activity centers, known areas of pedestrian or bicyclist activity, and locations with the highest number of pedestrian or bicyclist collisions. Locations were also chosen along the Safe & Healthy Streets physical project corridor in south Glendale. The count is intended to be repeated yearly at the same locations, during the same time frames, and on the same approximate days of the month so that comparisons can be made that will be used to evaluate projects implemented since the previous count and to inform future improvements for bicyclists and pedestrians. The Safe & Healthy Streets Plan includes yearly bicyclist and pedestrian counts as a way of measuring current riding and walking patterns and evaluating capital improvement projects or programs.

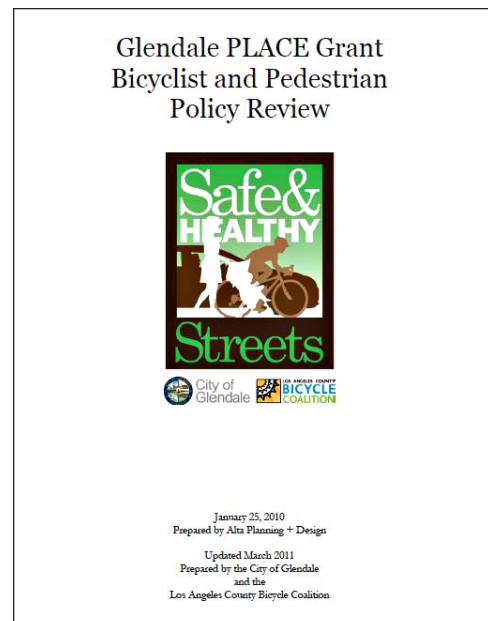


In 2010, the second city-wide bicyclist and pedestrian count was conducted on September 22 and 25. The 2010 count included all of the same locations except for one that was removed

and one location that was added. The days of the week and the times of day were the same. Although fluctuation is expected from year to year, the overall volume of pedestrians and the overall volume of bicyclists went down in 2010. It's likely that the weather in 2010 played a factor in the drop. Compared to ideal weather conditions in 2009, the 2010 count featured unusually cold weather on the 22nd and unusually hot weather on the 25th which was the first day of a record-breaking heat-wave that peaked on the 27th. Despite expected fluctuations in volume and the changes in 2010 that may have been weather related, some of the locations that showed the highest volume in 2009 also emerged as the highest volume locations in 2010. The count data also shows that the behaviors of cyclists in 2009 remain in 2010, including a relatively high percentage of sidewalk riding and riding without a helmet. As this plan is being written, a final report on the findings of the 2010 count is being drafted and will be included in the Appendix of this Plan. As stated above, the Safe & Healthy Streets Plan encourages yearly pedestrian and bicyclist counts in order to identify trends in pedestrian and bicyclist activity that will help to inform policy, program, and infrastructure decisions in the future.

Policy Peer Review Study

In the fall of 2009, Alta Planning conducted a Policy Peer Review Study of Glendale's existing bicyclist and pedestrian policies, to compare them to bike/ped policies of other cities, and made recommendations for policy improvements or additions in Glendale. The document is intended to serve as a reference tool for the Safe & Healthy Streets Plan and any other bicyclist or pedestrian plan or policy the City may wish to consider.

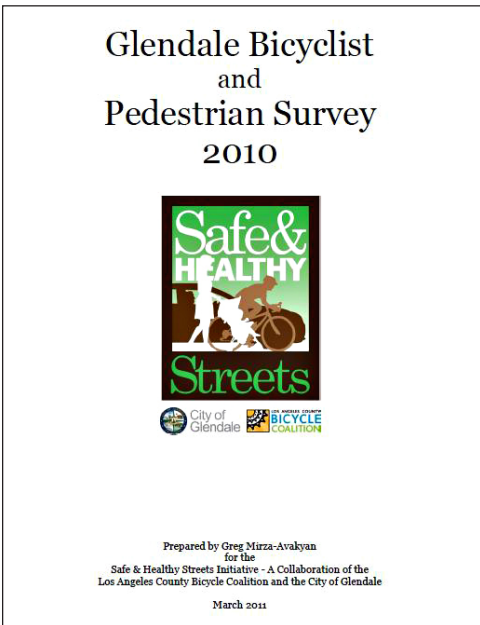


Bike to Work Day Surveys – May 2009 and 2010

As part of Bike to Work Day in Glendale, May 14, 2009 and May 20, 2010, all bicyclists visiting one of the designated “pit-stops” in the City were asked to complete a survey developed by the L.A. County Bicycle Coalition and Metro. Bike to Work Day is promoted County-wide by Metro and encourages people to try riding a bike to work for at least one day. “Pit-stops” are locations where the cyclists can stop for a drink and a snack as well as other free items like patch kits, bike lights, and discount coupons. There were four official Glendale stops in 2009 and 47 cyclists completed the survey. In 2010, there were five official stops and 39 cyclists completed the survey. The survey included questions about the cyclists’ participation in Bike to Work Day, their normal commute distance, age, gender, and helmet use.

Bicyclist and Pedestrian Survey 2010

In an effort to collect more information to supplement the feedback collected at the fall 2009 Community meetings, a bicyclist and pedestrian survey was created and placed online for public input. The survey sought to collect more detailed information about the walking and biking habits of people who live, work, go to school, or visit Glendale. The survey was launched in February of 2010 and closed in mid-August 2010. Two hundred and fifty-two surveys were completed. The data collected is to be used to provide background for policies in the Safe & Healthy Streets Plan, as well as other City documents including the Bikeway Master Plan and the Pedestrian Safety Action Plan.



POLICY STRUCTURE AND COORDINATION

11



The Safe and Healthy Streets Plan is consistent with the existing City of Glendale policy framework, ongoing regional planning efforts and current state requirements.

CITY OF GLENDALE DOCUMENTS

City of Glendale General Plan

Required by the state of California, the General Plan is the City's principal document for guiding community policies for growth, land use and development. Updating the General Plan to incorporate sustainable, multi-modal transportation policies is an existing goal for the City. The Safe and Healthy Streets Plan is intended to coordinate local pedestrian and bicycle policies into a single policy document so these can be incorporated into the General Plan. Once the General Plan is updated, projects consistent with these policies may be made eligible for funding and implementation at the federal, state and local level.

Community Plans

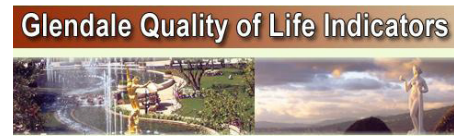
The City is currently preparing a series of individual community plans as part of updating the City's General Plan. While the Safe and Healthy Streets Plan will coordinate pedestrian and bicycle policies citywide, Community plans will coordinate policies for specific neighborhoods. Public outreach in the plan process will allow local residents, businesses and property owners to tailor transportation policies to reflect local needs. Design issues relating to pedestrian and bicyclist infrastructure such as building setbacks, streetscapes, infrastructure improvements, and facilities will be addressed as part of each plan.

Long-Range Plan

An effort to obtain public input was conducted in early 2006 to gain the community's insights about City Services that need improvement. This effort provided opportunities for the public to set priorities for public spending, with the goal of improved service and long-term fiscal health of the City. Expansion of transportation options, such as improvements of pedestrian and bicycle opportunities, was encouraged by this plan. The Glendale Safe and Healthy Streets Plan is consistent with goals to improve traffic and transportation as outlined in the Long Range Plan.

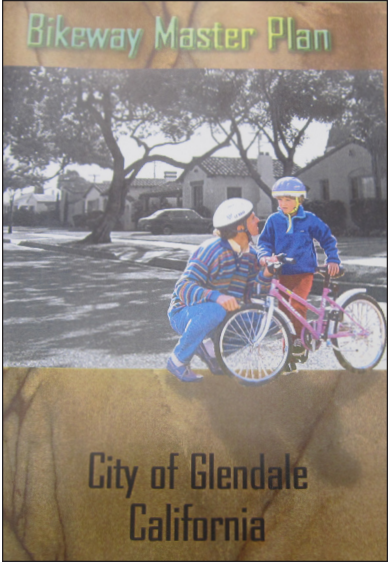
Glendale Quality of Life Indicators

Glendale tracks quality of life indicators on a regular basis to monitor trends and identify areas that need to be addressed in the City to improve the life for those living and working in Glendale. Some of the measured indicators relate to improving public health, improving recreational opportunities and access to safe walking opportunities. The Safe and Healthy Streets Plan is consistent with Glendale's goal to improve public health through improvements to pedestrian and bicycle facilities.



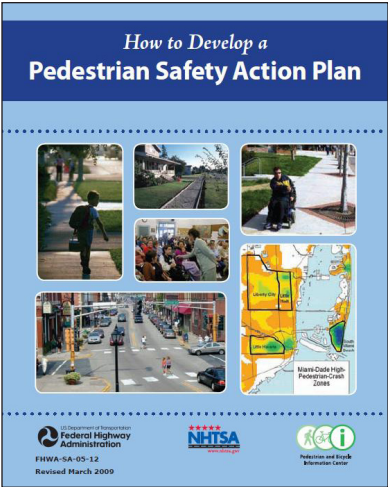
Glendale Bikeway Master Plan

Adopted in 1995, the existing Bikeway Master Plan sets a series of goals and objectives for bicycling in the City. It documents existing bicycle facilities, provides a crash analysis, recommends a citywide bicycle network and facilities as well as bicycle related programs, and provides costs estimates for infrastructure improvement and sets funding and implementation priorities. The Bikeway Master Plan is in the process of being updated, and is being worked on concurrently with the Safe and Healthy Streets Plan to ensure consistency between the two documents. While the Safe and Healthy Streets Plan will focus on big-picture pedestrian and bicyclist related policies, the updated Bicycle Master Plan will focus on current and proposed bicycle routes, signs, and other bicycle-specific capital improvement projects.



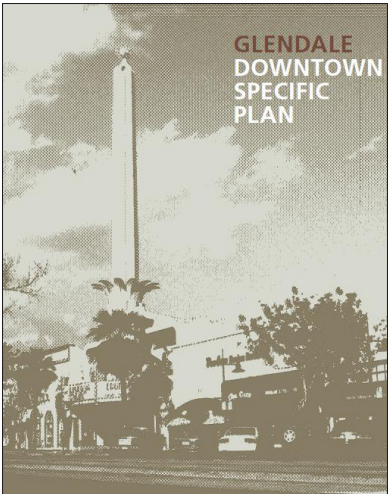
Glendale Pedestrian Safety Action Plan

In 2009, a seminar was presented by Federal Highway Administration staff and consultants in conjunction with the State Department of Public Health. It focused on the application and template to draft a Pedestrian Safety Action Plan, which contains detailed policy, practices, and design elements affecting pedestrian safety. The template contains a toolbox of effective and proven measures, thereby allowing communities to focus resources on those projects, programs, and policies which are most likely to reduce crashes and increase the number of walking trips. The policies in the Safe and Healthy Streets Plan are consistent with this template.



Downtown Specific Plan

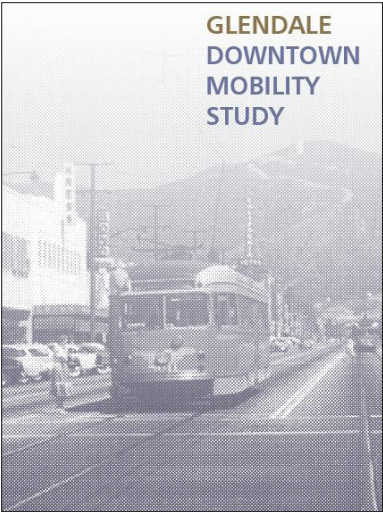
The Downtown Specific Plan is a mixed-use, urban design plan that establishes the desired physical vision for downtown Glendale through a set of policies, incentives, and requirements. It sets the physical standards and guidelines as well as land use regulations, and directs policies for transportation development; parking; pedestrian amenities and open space. Policies in the Downtown Specific Plan contain many policies supported in the Safe and Healthy Streets Plan, including the construction of bicycle routes and facilities, identifying primary pedestrian and bicyclist priority streets and



encouraging pedestrian activity and improved bicycle travel throughout downtown Glendale.

Downtown Mobility Study

The Downtown Mobility Study complements the Downtown Specific Plan. It was developed to accommodate expected growth in downtown Glendale, achieving Glendale’s vision of a vibrant multi-use downtown, without significantly increasing auto congestion or impacting quality of life. The Mobility Study provides policies to simultaneously accommodate new growth and enhance mobility downtown. The policies in the Safe and Healthy Streets Plan are supported in those in the Mobility Study, which include policies prioritizing alternative modes of transportation, a variety of pedestrian related improvements to infrastructure downtown as well as measuring alternate levels of service to prioritize the movement of people versus cars at intersections.



ADJACENT JURISDICTIONS

Coordination with Neighboring Jurisdictions for policies in the Safe and Healthy Streets Plan

Pedestrian and bicycle safety policies and improvements become more effective when coordinated with those of neighboring jurisdictions. Safe and Healthy Streets Plan outreach efforts were included in the community outreach efforts for the North Glendale Community Plan, including a special meeting of the North Glendale Advisory Committee devoted to discussion of transportation issues including bicycle lanes. During North Glendale Community Plan outreach, pedestrian and bicyclist improvements were discussed with planners in La Canada Flintridge, Los Angeles County and the City of Los Angeles. Additionally, Glendale planners met with members of the Crescenta Valley Town Council who were invited to attend outreach meetings concerning the development of the community plan. Glendale met with representatives of the Glendale Unified School District for schools in the Crescenta Valley to discuss their concerns, as well. Los Angeles County include bike lanes on Foothill Boulevard following discussions to coordinate efforts as recommended by the North Glendale Community Plan Advisory Committee and Glendale staff.

REGIONAL PLANNING

Southern California Association of Governments (SCAG)

Glendale falls under the purview of the SCAG Metropolitan Planning Organization (MPO), which is responsible for regional planning for Los Angeles

and neighboring counties within this region. Glendale belongs to the SCAG San Fernando Valley sub-region, a newly formed unit that will cover regional issues at a local level. Two main regional transportation planning efforts managed by SCAG are the Regional Transportation Plan and the Compass Blueprint. While the Regional Transportation Plan serves to coordinate regional transportation projects for local, state and federal funding and prioritization, the Compass Blueprint focuses on local policy actions to improve quality of life, including transportation and air quality.



Regional Transportation Plan (RTP)

The Southern California Association of Governments adopted the 2008 Regional Transportation Plan (RTP) in 2008. The purpose of the RTP is to provide a framework at the regional level to address the SCAG region's transportation and related challenges such as poor air quality. The RTP identifies strategies that preserve and enhance the existing transportation system and that integrate land use into transportation planning. Beginning in the 1980s, a major shift occurred in the



SCAG region away from building roadways and into transit projects and services. Between 2000 and 2005, regional transit use increased by more than 16 percent.

RTP and the Safe and Healthy Streets Plan

The Safe and Healthy Streets Plan is consistent with the RTP goal of improving transportation options within the existing system. Additionally, improvements to walking and bicycling facilities dovetail with statewide efforts to reduce greenhouse gases (GHG), another challenge to transportation in our region, which continues to have the worst air quality in the nation. Transportation is the largest source of GHG emissions in California, representing 38 percent of emissions, and emissions from the transportation sector have grown more rapidly than from other sources over the past ten years. Safe and Healthy Streets Plan efforts to improve facilities and increase pedestrian and bicycling activities provide for local implementation of regional RTP policies.

SCAG Compass Blueprint

Glendale has a history of implementing SCAG's Compass Blueprint, a blueprint for regional growth to address these challenges and provide for livability, mobility, prosperity - sustainably for the future. Compass Blueprint represents

a plan that, with only modest changes to development patterns, can point the region toward maintained and improved quality of life. Compass Blueprint strategies for efficiencies in land use also lead to reduction in regional production of greenhouse gases.



SCAG is responsible for implementing regional strategies to achieve statewide goals for greenhouse gas reduction, transportation, housing and other state issues. Additionally, Glendale is working with SCAG to implement their Sustainable Communities Strategy as required by SB 375 (2008) as part of addressing impacts to climate change required by AB 32 (2006). A Sustainable Communities Strategy (SCS) requires coordination of housing and transportation for reductions in greenhouse gases on a regional scale. SCAG is presently drafting their SCS and it is unknown to what extent, if any, Glendale will modify local policies to meet regional objectives. However, Glendale is currently developing a Greener Glendale Plan that will serve as Glendale's climate action plan (CAP) as required under AB 32 and which will identify local actions and programs for greenhouse gas reduction.

SCAG and the Safe and Healthy Streets Plan

Glendale's Safe and Healthy Streets Plan is part of Glendale's strategy for reducing greenhouse gases because it identifies local pedestrian and bicycle policies and programs that are transportation alternatives to single-occupant vehicles. Coordination of various levels of pedestrian and bicycle policies and programs in the Safe and Healthy Streets Plan including identification of desired pedestrian and bicycle street improvements, education to raise awareness of pedestrian and bicycle facilities, connections to other agencies with similar concerns (such as Safe Routes to School), and recognition of the need to match funding to desired improvements will result in a community that is safer and healthier, a community with an improved quality of life.

Credits

“Safe & Healthy Streets Team”

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Stephanie Reich, AIA, LEED AP, Senior Urban Designer, Planning Division
Chuck Wike, Community Relations Manager, Glendale Public Library

Credits

Volunteers and Community Supporters

We would like to thank all of the people who helped make the Safe & Healthy Streets Plan initiative a success.

Alen Alenkin	Maurice Grants	Dorothy Le	Lydia Ray
Idamys Alvarez	Ann Gray	Manya LeFian	Mike Reed
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Jennifer Appleberry	Matt Gunnell	Camille Levee	Jennie Rickert
Louie Arce	Tomer Gurantz	Jonathan Livesay	Matt Robertson
Shirley Arce	Jeero Habeshian	Scott Lowe	Barbara Rowe
Molly Arevalo	Susan Hallgren	Charlotte Lucero	Anna Rundle
Elen Asatryan	Eric Hamilton	Tom Lucero	Elizabeth Sadlon
Rye Baerg	Andrea Hansen	Allison Mannos	Kenneth Salmon
Jasmine Barte	Joan Hardie	Ric Marconi	Glen Schmuetz
Alek Bartrosouf	Booth Hartley	Ramon Martinez	Joshua Schpok
Robyn Battles	Katherine Harvey	Helen McDonagh	Lisa Schulz
Lena Bozoyan	Eric Havrilesky	Ron McGill	Joe Scopacasa
Lynn Brandstater	Maureen Hearn	Bill McGough	Janice Seaman
Sally Browder	Jen Heaslip	Sean McQuaid	Martha Sensel
Tom Bunn	Joanne Hedge	Narek Megerdich	Kara Sergile
Shukry Cattan	Thomas Hill	Steve Messer	Kristen Shadburn
Phongsak Chouchomsuk	Cindy Hong	Sarinea Messerkhani	Arpiné Shakhbandaryan
Shannon Cistulli	William Hooper	Dave Meyers	Abby Shamray
Matt Clark	Anoush Hovsepian	Jen Meyers	Robert Stoughton
Jill Cooper	David Houston	Rod Miller	Bob Thompson
Cindy Coan	Erik Hovland	Greg Mirza-Avakyan	Linda Torres
Bill Collier	Monica Howe	Banner Moffat	Clarence Treat
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Steve Curry	Christine Hunt	Dave Moreno	Mike Tsaparian
Dale Dawson	Doug Jackson	Launa Morosan	Bari Turetzky
Alan Deane	Suzy Jacobs	Garen Nadir	Ray Vargas
Marie Dennis	Sherri James	Bruce Nelson	Arlene Vidor
Michael Dennis	Susan Jekarl	Bob Nicksin	Rene Vildoza
Jen Diamond	Annie Jensen	Cathy Nicksin	Jack Wagner
Patrick Dickson	Christine Jerian	Diego Nunez	Bill Weisman
Nike Doukas	Elise Kalfayan	Lola Nunn	Cory Wilkerson
Steve Edberg	Greg Kalfayan	Marisol O'Connor	F. Eugene Wilkerson
Mark Elliot	Lawrence Kalfayan	Neil Okamoto	Nathalie Winiarski
Lameese Elqura	Alissa Kauffman	Tzoler Oukayan	Dorothy Wong
Carol Feucht	Hans Keifer	William Owings	Stephani Wong
Phil Franco	Corey Keizer	Viktoriya Pakhanyan	Aram Yeghiagarian
Ken Frederick	Matt Kelly	Scott Peer	Noam Yemini
Charlie Gandy	Nancy Kent	Jen Petersen	Lance Zavela
Gil Garcetti	Joe Kertes	Stephanie Piazza	Jen Zelenka
Brooke Geer Person	Justin Klein	Steve Pierce	Torsten Zorn
Gene Gleeson	Erik Knutzen	Cassandra Pruett	
Traute Gleeson	Val Krupsky	David Pura	
Elissa Glickman	Hannah Lazarus	Paul Rabinov	

Appendices

<http://www.ci.glendale.ca.us/planning/safeandhealthystreets.asp>

- Bicyclist and Pedestrian Count September 2009 and 2010
- Bicyclist and Pedestrian Survey Results 2010
- Bike to Work Day Surveys – 2009 and 2010
- Policy Peer Review Study
- Safe and Healthy Streets Community Feedback Meetings 2010
- Safe and Healthy Streets Community Outreach Meetings 2009

