

GOAL M-2 ACTIVE TRANSPORTATION: WALKING AND BICYCLING

A safe and comfortable walking, bicycling, and rolling environment that provides access to community destinations for users of all ages and abilities.

M-2 Policies

- M-2.1 **Mobility Needs.** Provide sidewalks, crosswalks, curb ramps, and pedestrian traffic signal treatments, including ADA-compliant facilities, that are safe and accessible for users of all abilities.
- M-2.2 **Bikeway Network.** Expand current bikeway facilities to form a more comprehensive and complete bikeway network based on the City's Bicycle Transportation Plan and connecting to existing and planned bikeways in adjacent jurisdictions.
- M-2.3 **Facility Improvements.** Prioritize pedestrian and bikeway improvements to popular destinations, employment centers, high-quality transit stops, and other areas of high demand.
- M-2.4 **Interjurisdictional Coordination.** Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails.
- M-2.5 **Business Support.** Encourage businesses to provide easily-accessible active transportation amenities, such as bike parking, for employees and customers.
- M-2.6 **Micromobility.** Explore partnerships with LA Metro and other organizations to expand regional shared mobility programs, such as bikeshare and scootershare, into Glendale.
- M-2.7 **Freeway Ramps.** Coordinate with Caltrans to improve pedestrian and bicycle facilities at freeway ramps.
- M-2.8 **Technology.** Explore ways to use technology to improve pedestrian and bicycle safety and connectivity.
- M-2.9 **Off-Street Facilities.** Explore opportunities to provide comfortable off-street active transportation facilities, such as part of the Verdugo Wash initiative and the Garden River Bridge Project.

ACTIVE TRANSPORTATION

Safe, comfortable, and accessible walking, biking, and rolling facilities can help improve mobility for individuals who cannot or choose not to drive to their destinations.

Walking facilities can include sidewalks, trails, bridges, crosswalks, pedestrian signals, and pedestrian lighting. Bicycle facilities can include the following:

Class I Bike Path: An off-street paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bike Lanes: A striped and stenciled lane for one-way bicycle travel on a street. A climbing bike lane supports bicycles traveling uphill slower than other traffic.

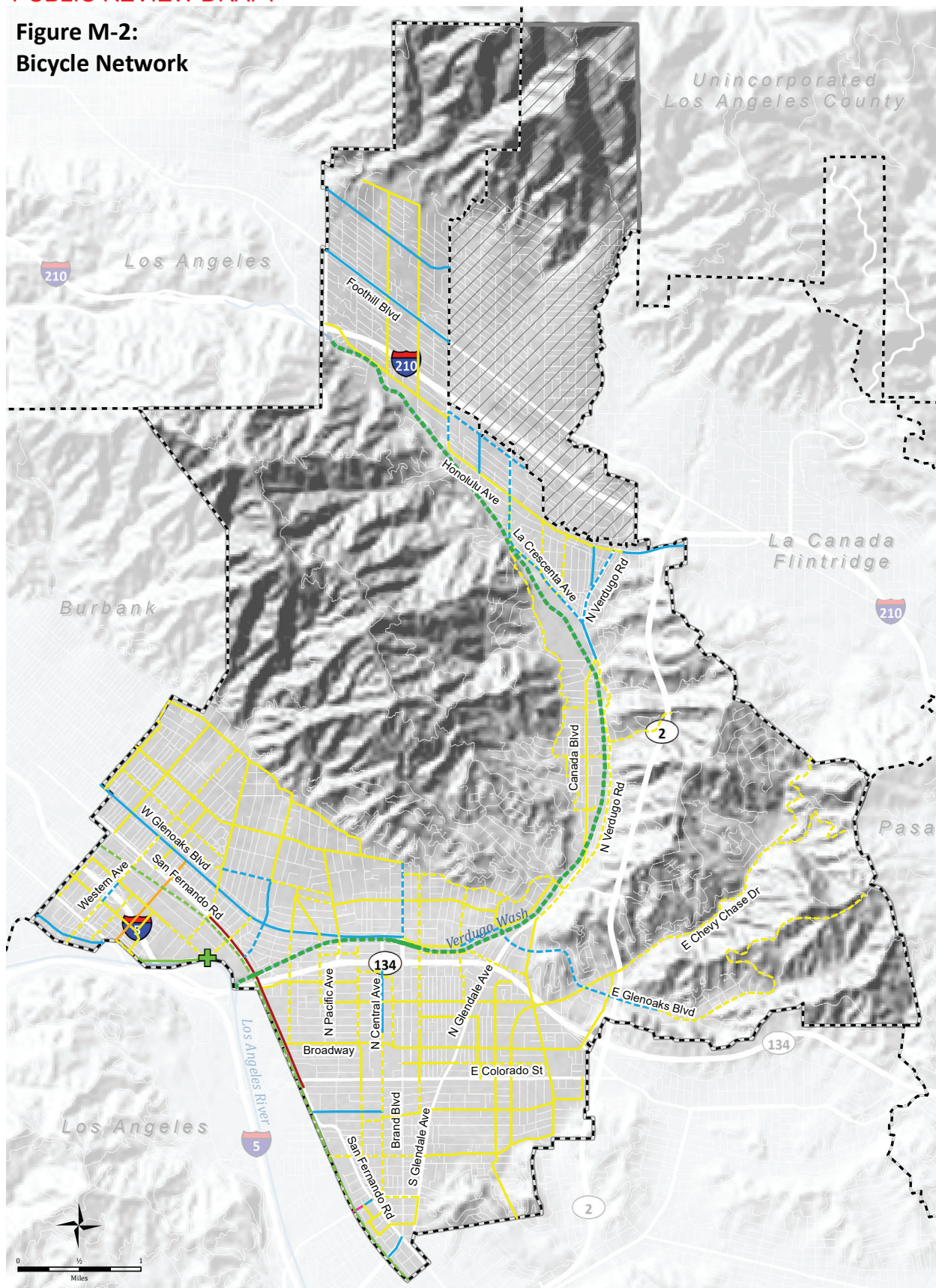
Class III Bike Route: A street where the bicyclist shares the right-of-way with motor vehicles. A **Class IIIb bike boulevard** is further designated and designed to prioritize bicycle travel through vehicle speed and volume management.

Class IV Protected Bike Lanes: A bike lane that includes a physical separation from vehicular traffic.

M-2 Actions

- M-2a Implement the bicycle and pedestrian improvements as detailed in the City's Bicycle Transportation Plan and Citywide Pedestrian Plan shown in Figure M-2 and Figure M-3, including through incorporating into other plans prepared or reviewed by the Community Development Department, or infrastructure improvements designed or reviewed by the Public Works Department.
- M-2b Incorporate state and national best practices when designing and implementing improvements to enhance pedestrian and bicyclist comfort, such as those required by Public Right-of-Way Accessibility Guidelines (PROWAG) and recommended by Caltrans and the National Association of Transportation Officials (NACTO).
- M-2c Install secure bicycle parking at City-owned facilities where feasible and warranted; methods to monitor and install bicycle parking as needed include as part of the Community Services & Parks Department's facility maintenance and planning.
- M-2d As part of the Community Development Department's development review process, require that new developments:
- Provide project design features that support walking and biking and connect to the City's current and planned walking and biking network.
 - Provide sidewalks and pedestrian ramps, repair or replace damaged sidewalks, and implement right-of-way improvements identified in adopted City plans.
 - Construct and/or contribute to off-site improvements that enhance the pedestrian experience, including human-scale lighting, streetscaping, and accessible sidewalks adjacent to the site.
 - Provide supportive amenities such as safe, secure, and convenient bicycle parking.
- M-2e Prioritize active transportation improvements in the City's Capital Improvement Program (CIP) and facilitate and prioritize implementation of Bicycle Transportation Plan and Citywide Pedestrian Plan projects.
- M-2f Repurpose on-street parking with low utilization to implement walking and biking improvements, consistent with the RDP. Determine locations that are suitable for repurposing parking through a parking utilization study or review of anticipated land use changes, while remaining consistent with RDP standards (such as avoiding parking loss that exceeds 10%).
- M-2g Prioritize sidewalk, curb ramp, and other pedestrian improvements which address gaps in the City's ADA-accessible walking network and avoid pinch points and other barriers and hazards for users.
- M-2h Develop a citywide Transportation Demand Management (TDM) Plan that is applicable to all new development projects, to be prepared and updated by the Community Development Department.
- M-2i Require development projects to dedicate right-of-way for implementation of near-term and/or future active transportation infrastructure consistent with Assembly Bill 3177.

**Figure M-2:
Bicycle Network**



LEGEND

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas

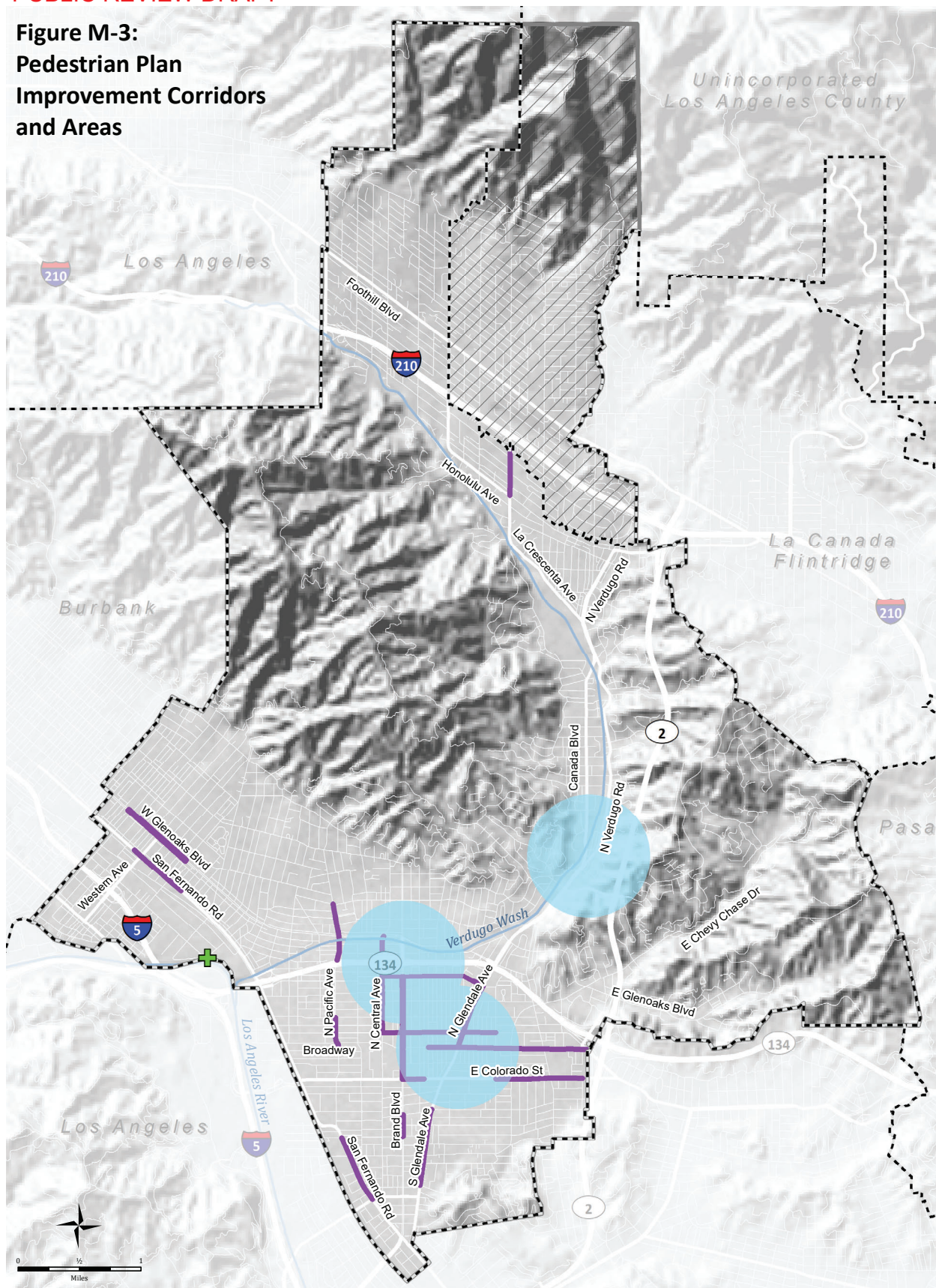
- Bike Path
- Bike Lanes
- Colored Bike Lanes
- Sharrows
- Protected Bike Lanes
- Sharrows NB / Bike Lane SB
- Future Bike Facilities

Off-Street Active Transportation Facilities

- Proposed Verdugo Wash Master Plan Project
- Garden River Bridge Project

NOTE: The Bicycle Transportation Plan (BTP) is under review. This figure will be updated upon the approval of changes to proposed bike facilities.

**Figure M-3:
Pedestrian Plan
Improvement Corridors
and Areas**



LEGEND

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Pedestrian Plan Safety Corridors
- First Last Mile Transit Access Areas
- Garden River Bridge Project