



# BIKE SUPPORTIVE POLICIES AND RECOMMENDATIONS

# Bike Supportive policies and Recommendations

1. Regularly collect **data** on bicycling in Glendale
2. Maintain updated bicycle network map and **information**
3. Provide convenient and accessible **bicycle parking** throughout Glendale
4. Incorporate bicycle facilities in **new developments** through zoning requirements
5. **Pilot** active transportation projects to gauge impact and build support
6. Incorporate bicycle network **implementation and maintenance** into regular road repairs
7. Conduct **education** outreach campaigns
8. Lower **speed limits**
9. **End penalties** for bicycle safety measures
10. Prohibit vehicles from turning **right on red** lights in areas with high bicycle and pedestrian traffic
11. Adopt guidelines for **reconfiguring traffic lanes** in the General Plan Circulation Element
12. Improve bicycle safety at **intersections**



# 1. Regularly collect data on bicycling in Glendale

## Context

Data collection will give a greater understanding of where and why people are bicycling in Glendale, allowing the implementation of the plan to adapt to meet the needs of residents. Additionally, it can quantify the benefits of bicycling, encouraging greater use of the network and making the case for further infrastructure investments.

## Policies

- 1.1 Conduct **regular bicycle counts** along key bicycling routes
- 1.2 Install **permanent automatic bicycle counters** in high traffic areas to collect data on bicycle use and promote awareness of bicycling in Glendale.
- 1.3 As part of bicycling awareness campaigns, **encourage the public to track** the number bicycling trips they take instead of driving

## 2. Maintain updated bicycle network map and information

### Context

Maintaining up-to date information about the bicycle network will both help in keeping the public informed on the state of the network as well as aid in planning the on-going implementation of network improvements.

### Policies

- 2.1 Regularly update bicycling information on the Glendale website, including an **updated map**, links to bicycling resources, and information about upcoming programs and events. The bike map should be updated annually.
- 2.2 **Distribute** physical and digital version of the updated Glendale Bike Network Map
- 2.3 Maintain **updated GIS files** of the bicycle network, at a minimum annually.

### 3. Provide convenient and accessible bicycle parking throughout Glendale

#### Context

Bicycle parking is key to enabling biking as a viable mode of transportation from one point to another throughout Glendale.

To support the bicycle network, bicycle parking should be secure, abundant, and proximate to relevant end-uses.

#### Policies

- 3.1 Create a **portal** for residents to request bicycle infrastructure improvements
- 3.2 Expand public bike parking supply, especially at **key destinations**
- 3.3 Work with Glendale Unified School District to increase bicycle parking at **schools**

## 4. Incorporate bicycle facilities in new developments through zoning requirements

### Context

Including bicycle infrastructure requirements for new development facilitates bicycling to and from these destinations, off-setting increased vehicle trips that would otherwise occur as a result of the development.

### Policies

- 4.1 **Enforce requirements** for bicycle parking in the zoning code as required in the Downtown Specific Plan (DSP) zone for residential and office space and as required to fulfill Trip Reduction requirements
- 4.2 Update the **zoning code** to require more bicycle parking in major development projects as demand for bicycling infrastructure increases in Glendale
- 4.3 Add bicycling facilities and bicycle incentives as part of **Transportation Demand and Trip Reduction Measures** requirements for new development

## 5. Pilot active transportation projects to gauge impact and build support

### Context

Piloting projects gives an opportunity to gauge the impacts of a project before significant time and money has been invested in a project.

Pilot projects are also quicker to implement than full-scale solutions, allowing interventions to take effect sooner. This way, the benefits of the project can be demonstrated to gain support, and changes can be made before full implementation.

### Policies

- 5.1 Implement quick, **short-term, low-cost pilot projects** such as using temporary traffic dividers to create bike lanes or using paint to create high-visibility, protected intersections.
- 5.2 Conduct studies **before and after** bicycle projects to measure effectiveness

## 6. Incorporate bicycle network implementation and maintenance into regular road repairs

### Context

Completing bicycle projects with regular road maintenance, even if not in priority order, can speed up implementation and reduce costs.

### Policies

- 6.1 Implement bicycle projects as part of **regular road paving and maintenance**
- 6.2 Adopt an accelerated pavement maintenance schedule for roads with **prioritized bicycle network** improvements
- 6.3 Develop a **maintenance plan** for roads with existing bicycle network infrastructure that specifies timeline for repainting of roadway markings
- 6.4 Develop an easy-to-use system for **reporting** potholes and other bicycle-related hazards



## 7. Conduct education outreach campaigns

### Context

Engaging the community around bicycling in Glendale can help lower barriers to access around bicycling knowledge and resources as well as catalyze a community-wide culture-shift towards bicycling.

### Policies

- 7.1 Host **cycling events** such as Open Streets or Ciclovia type events
- 7.2 Offer bicycle-related programs for all ages including bicycle repair **workshops** and bicycle safety **classes**
- 7.3 Develop public relations **campaigns** to promote awareness of bicycling in Glendale and available resource

## 8. Lower speed limits

### Context

- The severity of all crashes is closely linked to vehicle speed. Reducing and enforcing speed limits will lower the risk of severe or fatal crashes, especially with vulnerable road users like people walking and biking.
- AB43 allows local governments to lower speed limits on roads, including state highways, in business and residential areas and other stretches identified as "safety corridors"



Source: SCAG, [https://scag.ca.gov/sites/main/files/file\\_attachments/scag\\_tspe1\\_hin\\_consolidated\\_210609.pdf](https://scag.ca.gov/sites/main/files/file_attachments/scag_tspe1_hin_consolidated_210609.pdf)

### Policies

- 8.1 Designate **Safety Corridors** and reduce speed limits along roads with a high number of bicycle crashes in line with AB43 (2021)
- 8.2 Expand **school zones** and lower speed limits to 15 mph in line with AB 321 (2008)

## 9. End penalties for bicycle safety measures

### Context

- Enacting penalties for minor bicycle infractions discourages bicycling and opens the possibility of inequitable enforcement
- People ride on sidewalks when they don't feel safe in the roadway
- Vast majority of ped crashes are caused by a vehicle

### Legal Context

- California Vehicle Code (CVC) §21206, allows localities to set their own rules
- Glendale municipal code §10.64.025 prohibits riding a bicycle on public sidewalk in business district

### Precedents

- Burbank, Pasadena, and City of LA allow sidewalk riding

### Policies

- 9.1 Permit riding bicycles on **sidewalks** throughout Glendale **when not disruptive to pedestrians**

## 10. Prohibit vehicles from right turn on red (RTOR) in key safety areas

### Context

- RTOR has inherent safety issues
  - Drivers look left to turn right
  - Cars move across the path of peds/bikes who have the right of way
  - Cars waiting to turn right-on-red block crosswalks
- Adoption of RTOR led to dramatic *increase in crashes* at intersections:
  - New York State: 40% for peds, 82% for bikers
  - Wisconsin: 107% for peds, 72% for bikers
  - Ohio: 57% for peds, 80 % for bikers
  - New Orleans: 82% for peds

### Policies

- 10.1 As the bike networks is built out, **identify key intersections, corridors, or areas** in Downtown Glendale and along bicycle corridors where prohibiting right on red will improve safety for all road users
- 10.2 **Raise awareness** of the safety benefits of prohibiting right turns on red and the importance of looking out for bicycles and pedestrians when turning right on red

# 11. Adopt guidelines for reconfiguring traffic lanes in the General Plan Circulation Element

## Context

- Reconfiguring traffic lanes, such as a 4-to-3 conversion, on streets with excess capacity is an important tool for improving road safety and making space for bike facilities.
- Creating standard procedures can streamline the design process, reduce data collection and analysis, and expedite implementation.

## Safety Benefits

- Reduction in crashes from 19 to 60% in California cities including Pasadena, Santa Monica, and LA
- Led to better emergency response times due to center turn lane

## Policies

- 11.1 Create a set of **criteria** for considering lane reconfiguration projects based on Vision Zero goals, road safety, and bicycle network benefits
- 11.2 Establish a maximum Annual Daily Traffic and/or Peak Hour Volume **threshold** identify roads with opportunities for reduced travel lanes. FHWA recommends roads with an ADT of 20,000 or less or Peak Hour Volume of 750 vehicles per hour per lane.
- 11.3 Use **standards** to streamline reconfiguration implementation processes

## 12. Improve bicycle safety at intersections

### Context

- Intersections are where most bicycle crashes occur, yet they are often overlooked when implementing bicycle networks.
- Designing intersections with bicycle safety treatments will enhance the comfort and safety of bicyclists using the network.

### Policies

- 12.1 **Stripe bike lanes** up to and through intersections
- 12.2 Install bicycle **detection devices** at traffic lights to improve timing of crossings for bicyclists
- 12.3 Design intersections in line with **NACTO** Urban Bikeway Design Guide and in line with the design guidance provided as part of this bicycle plan