

## EXHIBIT 6

### General Comments

- Concerned about the lack of inclusivity for bicyclist for people with disabilities, elderly, and children. Commute doesn't seem a logical when the majority of residents are motorists.
- Is there a cost estimate for the construction, operations, and maintenance of the proposed network?
  - The draft cost estimate is undergoing internal city review and will be presented to City Council once vetted.
- There was a series of comments/questions about the post cards sent out related to a current street project and how best to involve the public in these types of projects.
  - Commissioner asked if it was possible to see all outreach materials before they are sent out.
- How does AI and self-driving vehicles affect this plan?
  - The regulatory regime will shape the adoption of self-driving cars. However, regardless that technology, this is a plan to make it safe and enjoyable to bike all over Glendale for all ages and abilities.
- When was the Circulation Element last updated?
  - In 1998. It is being updated now.

### Supporting Infrastructure and Policies

- Asked for clarification on how bike activated traffic signals work and how they compare to pedestrian signals.
- Comment that does not agree with legalizing sidewalk riding in business districts.
- Comment that motorized vehicles and e-mobility should be prohibited from using the sidewalk.
- Do peer cities or other jurisdictions allow sidewalk riding? Is there safety data to indicate the potential impacts on pedestrians?
  - There is not consistently good data on crashes that occur on sidewalks between pedestrians and cyclists. The sample size is very small and the data is uneven. Pasadena and Glendale have no reported crashes, and Los Angeles has six such crashes in the past five years. In general, ped-bike crashes resulting in injury are rare across the region and vehicles pose the greatest threat to pedestrians and cyclists.
- Comment that people ride on sidewalks because Glendale does not have a safe, in-street network. Lacking a safe place to ride in the street means some people who have to ride may ride on the sidewalk. There should be a compromise where sidewalk riding is allowable if there isn't a dedicated bike lane on the street.
- Anything about bicycle licensing in the plan?
  - No, this is not part of the bike plan. Licensing people to ride bikes creates a large barrier to biking and is not a common practice.
- Comment on how reducing speed limits could impact traffic.
- Comment that an education campaign is needed to teach rights and responsibilities of the roadway to all road users.
- Comment expressing concern about prohibiting right turns on red.
- Can the city collect data on bike parking in private buildings, especially new buildings.

## Operations and Maintenance

- How will bike lanes be maintained? Will special staff be required to maintain them?

## Lane Reconfiguration

- What can be learned from the redesign of Figueroa Street in Los Angeles?
  - The street redesign has resulted in a 11% decrease in vehicle volumes and a decrease in average speed and speeding. Bicycle traffic decreased by 4% and pedestrian traffic increased by 8%. Active modes on the corridor increased from 17% to 24% after the redesign.

<b>3 Locations Combined</b>	<b>2015</b>	<b>2019</b>	<b>Change</b>
Auto Volume (24 hrs, Tues)	96,695	86,351	-11%
Avg Speed NB (24 hrs, Tues)	28	24	-13%
Avg Speed SB (24 hrs, Tues)	30	28	-7%
85th Speed NB (24 hrs, Tues)	37	33	-10%
85th Speed SB (24 hrs, Tues)	36	35	-4%
Total Bike (Peak hrs, Tues + Sat)	1,427	1,368	-4%
Total Ped (Peak hrs, Tues + Sat)	11,516	12,457	8%

- Have you spoken with emergency services (PD and FD) about the plan?
  - No, we have been coordinating with Public Works and the public commissions.

## Network and Phasing

- Which of these projects are included in the CIP?
  - The project team is working with Public Works to align Phase I with the CIP. In general, projects that can happen sooner than the assigned phase due to funding or capital projects, should be advanced.
- Can we see streets that are losing lanes a map of high and low volume streets?
  - A map of potential trade-offs has been produced along with miles of street type.
- Comment suggesting that public engagement be weighted lower in the Weighted Score.
- Can the railroad right of way along San Fernando be used for bike infrastructure?
  - Caltrans has reserved that land for high speed rail.
- Is there a potential to upgrade some of our existing bike routes into bike boulevards?
  - Based on feedback from previous meetings we have looked at these corridors and upgraded them where feasible.
- Comment that the bike facility on Honolulu should continue west under the freeway to connect directly to La Tuna Canyon Road.
- Include Glendale and Chevy Chase in Phase I in coordination with the CIP.
- How were the geographic areas determined for the geographic equity map?
  - West Glendale aligns with the West Glendale Plan. South Glendale is everything south of the Ventura Freeway. North Glendale is everything north of where N Verdugo Road and La Crescenta Avenue split. And Central Glendale is everything else.

## Crash Analysis

- How do you consider fault data in the crash analysis?

- The SWITRS parties data does collect fault data, however there are a few factors that complicate how that data is collected and interpreted. The main ones are police biases and presence or lack of bike infrastructure. For example, a bicyclist may feel more comfortable riding in ways technically illegal and be cited for it, especially where there is no bike facility.
- Is there a regional or national standard for crash density and rates, and how does Glendale compare?
  - There is no such standard. The purpose of the crash analysis is to identify unsafe corridors in Glendale relative to the city itself. The information can also be used to identify other corridors that do not yet have high concentrations of crashes but share similar characteristics.
- Is the crash methodology used, including the crash density, a national standard.
  - There is no national standard for how to conduct a crash analysis. The important thing to take away from the crash analysis is to identify high crash corridors in Glendale. Based on feedback from the PDT, we expanded the analysis to include 10 years of data and property only crashes (PDO). Typical methodologies use only 5 years of data and injury involved crashes only.
- Relative to Los Angeles, Glendale appears to have safer streets.
  - The point of the crash analysis is to identify unsafe streets and look for solutions to improve safety and save lives. Data from other jurisdictions is not used to say, we are doing better, but rather to understand if the city's trends are normal or irregular. In this case, the trend is similar to that of Los Angeles.
- Why in the crash analysis are they called Draft Safety Corridors?
  - To align with the language of AB43.