

EXHIBIT 3

Sustainability Commission Meeting, 12/6/2023

Comment	Response
<p>Why does the current iteration of the preliminary network map no longer include Glendale, Colorado, Central or Brand?</p> <p>In particular, strongly insists Glendale be put back given the orientation of the street and the cycle track ends before the 134 freeway. Also, given the crash history of this corridor in the safety analysis. There is limited parking on the west side of the street where a bike facility could fit.</p>	<p>In discussion with City staff, those were removed due to the impact on peak hour congestion. We have chosen to focus our efforts and limited resources on corridors that will face less resistance. That being said, we are exploring ways to strengthen north-south and east-west connections in downtown Glendale. We are also exploring ways to memorialize these corridors as a "constrained recommendation" as part of the plan in case conditions change.</p>
<p>Need to fill the gap on Central.</p>	<p>That gap is part of the Metro BRT project, which includes a mix of protected and standard bike lanes. Future iterations of the map will better reflect this.</p>
<ul style="list-style-type: none">• Gap along Sonora needs to be filled• Look at Duran at Maryland and Central, there is a lot of space to use.• Harvard can accommodate bike lanes in certain sections• Western is identified in the west Glendale plan but is not included in the current map• In the 2012 BTP, Orange had a planned bike lane that it is not included in this latest version	<p>These are helpful comments and we will strive to include these where appropriate in the next iteration of the network map.</p>
<p>End the prohibition on sidewalk riding.</p>	<p>This is a policy recommendation that we are pursuing as part of the plan.</p>
<p>Other cities have lane configuration guidelines based on ADT. Can we develop one for Glendale?</p>	<p>We are in discussion with City staff about what could work in Glendale.</p>
<p>Add more bike lanes along business centers and a north south corridor on Central. Feels like there's a protected area in downtown where there is very little protected or dedicated bike lanes.</p>	<p>See previous comments on Central and providing stronger connections through downtown.</p>
<p>Would like to see the Brand bike lane project at the northern end be extended as far south as feasible. South of Glenoaks there's a couple taxi parking spots and there are extra lanes. Would like to see a version that includes a lane that goes south of Glenoaks.</p>	<p>We will look into including this in the next iteration.</p>
<p>Explore bike lane from San Fernando to Los Feliz to address the development of a bike lane from Coldwater canyon.</p>	<p>We will look into this.</p>

Consider placing bike lanes on sidewalks.	
Caller: Consider bike lanes as part of the new social justice part of the environmental element.	

Transportation and Parking Commission Meeting, 11/21/2023

Comment	Response
Is this the version that City Council will see.	<p>This version will be presented to City Council in January.</p> <p>The same version of the draft final plan will be presented to the commission before being adopted by City Council.</p>
<p>What was the main reason why Glendale Ave was removed as an option?</p> <p>General comment was that there aren't any throughways that go through the whole City of Glendale.</p> <p>Why isn't Colorado included since the area is being built out for housing development?</p>	<p>In discussion with City staff, those were removed due to the impact on peak hour congestion. We have chosen to focus our efforts and limited resources on corridors that will face less resistance. That being said, we are exploring ways to strengthen north-south and east-west connections in downtown Glendale. We are also exploring ways to memorialize these corridors as a "constrained recommendation" as part of the plan in case conditions change.</p>
The Glendale crash data trends match those of LA County.	While the trends are similar it is not possible to conclusively determine explanatory factors. The data is also not normalized to the exposure rate (e.g., the number of people biking), so it could be that fewer people are biking over time.
Will you be estimating the cost to implement the recommendations.	Yes, as part of the updated BTP we are currently developing a unit cost for different types of bike facilities to estimate the cost of implementing the recommended bike projects.
Are you analyzing impacts on emergency response times or other types of delay.	An analysis of delay and congestion is not part of the update to the BTP. These types of analyses are not typically included on city-wide bike plans of this scale. These types of analyses are usually conducted, when appropriate, when individual projects are being realized.
Include sections of Brand and Honolulu as car-free streets.	