



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Project Development Team Formation to Update the Citywide Bicycle Transportation Plan, the creation of Vision Zero policies, and Development of an Outreach Plan

1. Motion to note and file and provide direction for developing of a robust outreach plan.

COUNCIL ACTION

Item Type: Action Item

Approved for October 18, 2022

Executive Summary

On February 15, 2022, City Council approved the award of a contract to The Buro Happold Consulting Engineers, Inc. to update the Citywide Bicycle Transportation Plan (BTP).

The updated BTP will consolidate existing and previous bicycle policy initiatives into one user-friendly and comprehensive format. It will also present an opportunity to update the plan to accommodate and pursue best practices in bicycle transportation planning that may have evolved since the plan's original adoption in 2012. This update will be informed by newly adopted and in progress plans including the Citywide Pedestrian Plan, West Glendale Sustainable Transportation and Land Use Study, Verdugo Wash Visioning, and Metro NOHO-Pasadena BRT project. The goal of updating the plan is to include new insights and ideas in today's context and interventions developed in active transportation planning at the regional and state levels. Staff is seeking feedback and input on the Project Development Team formation and public engagement strategies that the Council would desire to see as part of the BTP update and development of Vision Zero policies.

COUNCIL PRIORITIES

Safe & Healthy Community: Improved active transportation options will create a safer route for all modes of transportation while encouraging healthier options.

Infrastructure: Active transportation and complete streets help to re-balance existing road infrastructure to better serve bicyclists and pedestrians in Glendale and to encourage economic development, climate resilience, and equity.

Environmental Stewardship: Cycling and walking activities promote a healthier community, improve air quality and road safety by reducing vehicle mile travel by cars.

RECOMMENDATION

Note and file the report and provide direction on developing an outreach plan for updating the Citywide Bicycle Transportation Plan (BTP) and developing Vision Zero policies.

BACKGROUND

The Existing BTP was adopted in September 2012. The purpose of the existing BTP is to provide a convenient, useful, and interconnected bicycle transportation system that serves both commuter and utilitarian riders. The BTP proposes a variety of measures, including the improvement of the existing bicycle facilities, construction of new bicycle routes linking major activity centers, the installation of secured bicycle parking equipment, and the expansion of bicycle education and advocacy programs to improve the riding environment for bicyclists.

The key elements of the existing BTP are to create a network of bicycle routes connecting north-south and east-west corridors and serve major activity centers in the city, create an environment where people of all ages can circulate safely and easily on a bicycle, promote the health of Glendale residents, reduce greenhouse gas emissions and energy consumption and develop and implement educational programs for safe bicycling. To achieve these goals, the BTP recommends a set of bicycle route and facility improvements including Class 1, Class 2, Class 3 and class 4 bikeways, changes in the existing bikeway facilities, and new bicycle amenities such as bike lockers and installation of bike racks:

- Class 1 bike paths provide a paved right-of-way separated from the street or highway;
- Class 2 bikeways are a restricted right of way for bicycles designated by a striped lane for one-way bike travel on a street or highway;
- Class 3 (Sharrow) bike routes are travel lane designated by sign only and shared by the bicycles and motor vehicles;
- Class 4 bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking; and
- Bike racks are bicycle parking facilities stationary fixed to which a bicycle can be securely attached.

The existing BTP also contains a list of projects that are grouped according to their priority category (short term, medium term, and long term). Based on available funding and the City's annual street resurfacing projects, various bikeway projects have been implemented from each priority category. Sharrows and bike lanes that can be striped citywide that have no impacts to the lane geometry of streets are generally implemented as part of the City's street resurfacing projects. Although, this strategy reduces cost and prevents the need to re-stripe the streets,

they have been less effective in creating a safe environment to encourage bicycle as a mode of mobility in the City.

Council has also directed staff to develop a Vision Zero policy for the City. As both projects will run concurrently, staff sees an opportunity for efficiency and cohesion, to create a Project Development Team that can assist in shaping and informing both plans simultaneously.

ANALYSIS

The development of a robust BTP, has become a priority of the City Council for many years, in concert with the recent City and regional Mobility Studies, and in line with increasing demand for bicycle facilities and dramatic citywide bicycle and pedestrian incidents. This includes the recent adoption of the Citywide Pedestrian Plan and West Glendale Sustainable Transportation and Land Use Study. In addition, grant sources for bicycle facilities generally require the applicant jurisdiction have an updated bicycle plan. The updated BTP will establish opportunities for improving bicycle and pedestrian safety as one of the City of Glendale's priorities.

The following aspects (tasks) will be assessed and included in the Updated BTP:

- Identify viable bicycle and pedestrian corridors, linking to the City's existing mobility policy and plan structure, including the Citywide Pedestrian Plan, Safe Healthy Streets Plan, Vision Zero and West Glendale Sustainable Transportation and Land Use Study;
- Assess intersections and corridors with high bicycle incident rates, as well as identifying intersections with high bicycle and pedestrian volumes;
- Target improvements and developments of bicycle infrastructure which provides safety and connectivity in Glendale's multimodal system;
- Create a coordinated and targeted community outreach strategy throughout the update of the plan development, including coordination with any ongoing city education and safety programs, so that each effort informs one another;
- Ensure equity and that underserved communities fully share in the BTP program benefits; and
- Incorporate policy and infrastructure recommendations based on field work assessments, best practices in active transportation, and feedback received from the community.

Status of The Project

The updating of BTP officially kicked-off on August 11, 2021 with representatives from the consultant team to review the project. Representatives from Community Development, Public Works, Community Services & Parks, Police and Fire Departments, and Management Service's Office of Sustainability were all present. Since the kick-off meeting, City staff have provided all requested data by the consultant team. The consultant team is utilizing this data in developing the existing conditions of the plan. Next steps include:

- Develop a robust outreach plan;
- Organize the first PDT meeting;
- Organize the first public outreach event;
- Continue the existing conditions analysis; and
- Develop project goals and objectives.

Outreach Plan

At the heart of comprehensive planning is public engagement, whereby those who will directly experience the benefits and potential impacts of implementation have a role in shaping their future. Community members of Glendale are diverse, encompassing a range of cultural, language, and economic considerations. This diversity means that there is not just one technique that works best to engage all community members. Our work program will integrate new technology and creative outreach solutions with traditional communication platforms to maximize engagement and meaningful feedback. Staff recognizes that exceptional community outreach meets people where they are, and provides flexibility in both timing and the avenues through which input is gathered. It is our goal to make the content as accessible and relevant as possible, empowering participation from all community members, including those who do not traditionally participate in this type of public process.

The Public Outreach Plan will outline a focused outreach program for engaging community members, stakeholders, and relevant agencies to actively shape these plans and study, and will be implemented in close coordination with concurrent planning efforts affecting the project area. The consultant team will work with the City project manager to respectfully and inclusively engage all key stakeholders to ensure that stakeholder concerns and aspirations are directly reflected in the development of this plan and study.

Our goal is to design a strategy that maximizes the presence of local residents, business owners, community advocates, elected officials, and other stakeholders and create meaningful opportunities for them to impact the public process. Workshops, open houses, surveys, pop-up events, which are then hosted in-person, online, or in conjunction with existing community activities.

Objectives of Outreach Plan

The following objectives will drive implementation of the Outreach Plan:

- Identify the stakeholders who are key to the critical issues for the study area and engage them throughout the project process;
- Reach out to and engage key stakeholders inclusively and respectfully;
- Ensure that key stakeholders understand the project objectives and critical issues prior to gathering their perspectives;
- Provide a transparent and accessible engagement process, content, and results; and
- Leverage media partnerships to create a broad, multi-cultural and multi-language initiative that is accessible for all residents and stakeholders;
- Leverage existing and broad reaching resources such as GWP mailers, and other print media to encourage participation;
- Provide a range of opportunities and tools to support robust engagement.

Online Engagement

The internet-based outreach program will ensure that the planning process reaches those who are not typically attending planning meetings or other engagement events, but have access to the internet. Online engagement will mirror in-person engagement and will include:

Project Website - As a means to expand participation, our consultant team will develop and create a brand-new project website. The website will provide a central location for project-related material and links to related websites.

Social Media Support - To supplement and complement the website, our consultant team will provide social media ready content and visuals for the conveyance of study information, meeting announcements, and links for solicitation of public input, on the Community Development Department's existing Twitter and Facebook accounts.

Project Development Team

Utilization of a Project Development Team (PDT) will allow the project team and the City to engage in specific policy discussions based on past implementation experience and insight into city procedures and priorities. Community Development and Public Works Departments identified relevant participants that synchronize with the various steps in the planning process of these projects for City Council consideration.

The primary goal of the PDT will be to assist the City in interpreting the community's desires related to shaping the future direction of the City's Active Transportation Development. Suggested PDT include:

A. Staff Members

Staff will review and analyze feasibility, constructability, implementation and fundability of proposed projects and policies.

Suggested staff:

- | | |
|------------------------------|-----------|
| • Management Services | 1 Member |
| • Community Development | 5 Members |
| • Public Works | 3 Members |
| • Police Department | 2 Members |
| • Legal | 1 Member |
| • Fire Department | 1 Member |
| • Community Services & Parks | 1 Member |

B. Community Members

Community members will provide input toward the goals, policies, and development and implementation of Bicycle Transportation Plan (BTP).

Suggested members (1 each):

- Glendale Unified School District
- Glendale Community College
- Glendale Transportation Management Association, Go Glendale
- Transportation & Parking Commission
- Walk/Bike Glendale
- Glendale Homeowners Coordinating Council
- City of Glendale Sustainability Commission

- Downtown Glendale Association
- Glendale Chamber of Commerce
- Montrose Shopping Park Association
- Armenian National Committee of America - Western Region
- Glendale Latino Association
- Glendale Association Realtors
- Glendale Healthier Community Coalition
- Glendale Environmental Coalition
- Glendale Tenants Union

C. Regional Stakeholders

Recognizing that a Bicycle Transportation Plan establishes regional connections, as much as local, staff also proposes including regional partners as part of the team in order to maximize opportunities to connect with regional networks and plans.

- LA County Public Health
- METRO
- Southern California Association of Governments(SCAG)

The Project Development Team will be scheduled to meet up to six times, with additional meetings as necessary. City staff will strive to find the most suitable time and day of the week to accommodate a majority of the Project Development Team. We anticipate the work of the PDT to begin in November 2022 and to conclude by August 2023.

Staff respectfully requests Council's feedback regarding the PDT to assure the city's communities and stakeholders will be involved in development and implementation of this plan.

STAKEHOLDERS/OUTREACH

N/A

FISCAL IMPACT

There is no fiscal impact associated with this Report.

ENVIROMENTAL REVIEW

N/A

CAMPAIGN DISCLOSURE

Not Applicable as there is no contract being considered.

ALTERNATIVES

Alternative 1: Note and file the report and provide direction on developing an outreach plan for updating the Citywide Bicycle Transportation Plan (BTP) and developing Vision Zero policies.

Alternative 2: Direct staff not to move forward with the PDT or outreach plan. In this case, the plan and study will be conducted without a robust community or stakeholder involvement which may impact the implementation of this plan.

Alternative 3: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

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EXHIBITS
