

FOOTHILL BOULEVARD ACTIVE TRANSPORTATION PLAN



FOOTHILL BLVD ACTIVE TRANSPORTATION PLAN

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Executive Summary

Los Angeles County Public Works, in partnership with the Cities of Glendale and La Cañada Flintridge, developed the Foothill Boulevard Active Transportation Plan to improve non-motorized travel along six miles on Foothill Boulevard. The Plan focused on improvements to bicycling, walking, and access to transit to provide sustainable and healthy transportation options to enhance connectivity and accessibility, improve travel ease and security, and promote public health and environmental sustainability.

Existing Conditions

Class II bicycle lanes generally exist along Foothill Boulevard, located between the travel lane and the parking lane. In addition, the City of La Cañada Flintridge recently constructed a half-mile bike and pedestrian path project that added two additional miles of bicycle lanes, amenities, and raised landscaped medians along Foothill Boulevard between La Canada Plaza Road and Hillard Avenue, including an area adjacent to the Crescenta- Cañada Family YMCA.

Four bus routes provide service to Foothill Boulevard stops in the project corridor, including Glendale Beeline Routes 3 and 33 and Metro Line 90. Sidewalks and street trees are provided along both sides of Foothill Boulevard. The summer-only Beach Bus service is operated by County Public Works and has many routes throughout the County by, and the route from the local area has stops in the La Crescenta-Montrose neighborhood at Two Strikes Park, the Foothill Boulevard public library on Foothill Boulevard, on Montrose Avenue; and a stop in the City of La Cañada Flintridge at Memorial Park; with a destination of Santa Monica.

Active Transportation Concepts

Active transportation concepts focused on enhancing non-motorized modes of walking, biking, and transit access. Improvements included bike paths or lanes, pedestrian sidewalks and/or crosswalks, bus stop shelters and seating, and others such as wayfinding signage, shade trees, and street lighting. Future planning along the project corridor will provide for increased transportation alternatives for transit-dependent and zero-vehicle households, promoting health equity.

Community Outreach

Plan development was accomplished through both public input and technical analysis. A variety of events and community engagement tools were key elements of project outreach to the local communities. Meetings of the bi-monthly project Technical Advisory Committee included discussions on Plan progress and provided guidance on analysis and recommendations. Community education, engagement, and feedback through the public outreach events, with involvement by community-based organizations, community town councils, and the general public, occurred throughout the project timeframe. Community engagement tools include a website, community input survey, social media, mailers, community organization contact lists, e-mail blasts, event flyers, and walk and bike audits.

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Plan Improvement Toolbox

Future planning for the project corridor has been defined by a programmatic set of potential improvements to be used by the City of Glendale, the City of La Cañada Flintridge, and Los Angeles County. This is a set of guiding toolbox measures that can be applied to future transportation planning efforts for Foothill Boulevard by the local cities and the County. The toolbox consists of three categories of improvements – bicycle facilities, pedestrian facilities, and transit/other facilities.

1 Introduction



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I. Introduction

Purpose

Los Angeles County Public Works (Public Works) partnered with the Cities of Glendale and La Cañada Flintridge (Cities) to develop the Foothill Boulevard Active Transportation Plan (Plan). The purpose of the Plan is to improve non-motorized travel within the project corridor. There is a need for sustainable and healthy transportation options, and this Plan focused on improvements to bicycling and walking that enhance connectivity and accessibility, improve travel ease and security, and promote public health and environmental sustainability. The implementation of this Plan will help promote health equity by providing increased transportation alternatives for transit-dependent and zero-vehicle households.

The Plan evaluated an approximately six-mile corridor along Foothill Boulevard and provided recommendations for future improvements. The Plan assessed the existing active transportation network and accessibility, mobility, and connectivity along the corridor. The project traverses Foothill Boulevard from Lowell Avenue in the City of Glendale, continuing east through the unincorporated La Crescenta-Montrose community, to Oak Grove Drive in the City of La Cañada Flintridge.

History

The Crescenta-Cañada Valley was originally inhabited by the native Tongva tribe before being occupied by Mexican settlers in the late 1700s and European settlers in the late 1800s, who settled in the valley and established an electric trolley line, connecting the Montrose area to Glendale, contributing to the growth of the valley in the 1920s and connecting to the greater Los Angeles area in the 1970s with the opening of the 210 Freeway.¹

Community Profile

The Foothill Boulevard corridor is located approximately thirteen miles north of downtown Los Angeles, nestled in the foothills of the Verdugo and San Gabriel Mountains, between the Angeles National Forest to the north and Interstate 210 Freeway to the south. The corridor serves as the main thoroughfare for the residents living in the local area within the unincorporated La Crescenta-Montrose community and the Cities of Glendale and La Cañada Flintridge. Demographics for the three jurisdictions, including sex, age, and race, were compiled using the 2023 American Community Survey (ACS).

The project corridor is shown on Figure 1. The demographics data is shown in Tables 1 and 2.

¹ History of the Crescenta Valley

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Figure 1: Project Limits

Table 1: Demographics - Sex and Age by Jurisdictions

	Male	Female	Median Age
Glendale	48%	52%	41
La Cañada Flintridge	51%	49%	45
La Crescenta-Montrose	49%	51%	42
Adjacent/Nearby Census Tracts	49%	51%	42

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Table 2: Demographics - Race by Jurisdictions

	White	Hispanic or Latino	Asian	Black	Two or More Races	All Other
Glendale	62.3%	18.5%	13.3%	1.7%	7.9%	9.7%
La Cañada Flintridge	53.5%	8.9%	31.3%	0.8%	8.6%	1.9%
La Crescenta- Montrose	50.2%	15.5%	27.5%	0.5%	13.9%	7.8%
Adjacent/Nearby Census Tracts	50.7%	12.7%	28.4%	0.9%	10.9%	5.2%

Scope and Vision – Active Transportation

Active transportation is the utilization of non-motorized transportation modes for travel, such as walking, biking, and skateboarding. For longer trips, active transportation can be combined with transit use to reach a destination, making it crucial for active transportation infrastructure, such as bike lanes and sidewalks, to connect to nearby bus routes and rail networks. Active transportation infrastructure can take many forms, but generally includes a variety of elements to build up a holistic network providing mobility and connectivity for all members of a community. Typical active transportation infrastructure elements include bikeway improvements such as bike paths or lanes, pedestrian improvements such as sidewalks and crosswalks, transit improvements such as bus stop shelters and seating, and other improvements such as wayfinding signage, shade trees, and street lighting.

The following examples are typical improvements that can be implemented to increase the use of active transportation in a community:

Bikeway Improvements

Bicycle lanes are a portion of the roadway designated by signage, striping, and pavements markings for the preferential or exclusive use of bicyclists. Bike lanes are typically located adjacent to the vehicular travel lane with the same travel direction as vehicles. There are four main classifications of bike lanes: Class I, II, III, and IV.

Class I Bikeway (Bike Path)

A Class I bike path provides dedicated right-of-way for bicyclists separate from the roadway. Pedestrians may also use the bike path if there is no adequate pedestrian facility nearby. Class I bikeways are typically used along corridors not served by streets and highways, such as along flood control channels and parks.²

² Caltrans Highway Design Manual, 2020

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Source: Google Maps

Class II Bikeway (Bike Lane)

A Class II bike lane is a restricted right-of-way designated for bicyclists to travel alongside motorists. Class II bikeways do not permit pedestrian or vehicles through traffic but may allow pedestrian and motorist crossflows. Class II bikeways are typically utilized along corridors where there is significant bicycle demand to provide additional safety for bicyclists.



Source: Google Maps

Class III Bikeway (Bike Route)

A Class III bike route is a low-speed and low-volume roadway in which cyclists and motorists share the road. It is usually designated with a “BIKE ROUTE” road sign and/or “Sharrow” pavement markings. Bike routes are often intended to bridge missing bikeway segments to provide a continuous network.



Source: Google Maps

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Bicycle Boulevard

This type of bicycle facility expands upon the elements of the Class III bike route, adding traffic calming elements that prioritize pedestrians and bicyclists over motorists. It provides a corridor bike route with higher biking comfort levels than an arterial roadway.



Source: City of Santa Ana

Class IV Bikeway (Separated Bike Lane)

A Class IV bike lane is an enhanced Class II bike lane with a physical separation between the bike lane and the vehicular travel lane. Physical separations can include a buffer with posts, grade separation, on-street parking, or landscaping. Class IV bikeways are generally located along corridors with high vehicular volume and speeds.



Source: Google Maps

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Green Colored Pavement

Green colored pavement can be utilized to increase the visibility of bicycle lanes and high-conflict zones, increasing safety for bicyclists, encouraging motorist yielding behavior, and discouraging illegal parking in the bike lane.³



Source: Transpo Industries

Buffers and Bollards

Buffers and bollards may be utilized to provide a physical separation between the vehicular travel lane and bike lane, providing increased safety for bicyclists by creating physical distance and partitions between motorists and bicyclists. These buffers may include flexible or inflexible bollards, landscaping, or on-street vehicular parking.



Source: Paul Krueger - Flickr

Intersection Treatments for Bicyclists

Intersections present high-conflict zones for bicyclists and pedestrians, in which design considerations should include increasing visibility of active transportation users, denoting clear right-of-way, and facilitating eye contact and awareness with motorists. Examples of intersection treatments for bicyclists include colored pavement, bicycle signage, bicycle detection, and raised medians to provide separate travel paths and waiting areas.

³ NACTO Urban Bikeway Design Guide, 3rd edition, 2025

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Source: Momentum Magazine

Bicycle Parking

Bicycle racks can provide a convenient space to temporarily store bicycles as well as create opportunities for bicyclists to stop and explore their surroundings. Widespread availability of bike racks can increase bicycle ridership and encourage a cultural shift in favor of active transportation. Their designs may also incorporate artistic or cultural elements that reflect community identity.



Source: Google Maps

Pedestrian Improvements

Sidewalks

Sidewalks are paved portions along the side of the roadway designed for the exclusive use of pedestrians, enhancing their visibility to other users. Sidewalks should be designed to be wide enough to accommodate wheelchairs and strollers.

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Source: County of Los Angeles

Crosswalks

Crosswalks enhance pedestrian safety by creating greater visibility for pedestrians crossing the street. Crosswalks may be further enhanced through continental ladder-style crossings and colored pavement. High visibility crosswalks, including ladder style and continental style, can enhance existing street crossings and help motorists share the roadway with pedestrians by improving their awareness of potential activity.



Ladder Style Crosswalk
Source: Google Maps



Continental Style Crosswalk
Source: Google Maps

Raised Crosswalks

Raised crosswalks are ramped crosswalks that provide for greater visibility of pedestrians and act as traffic calming measures to encourage motorists to slow down by acting as a mini speed hump. Raised crosswalks are generally used at mid-block crossing locations.



Source: UrbanReview Saint Louis

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Leading Pedestrian Intervals

Leading pedestrian intervals provide greater visibility to pedestrians by providing pedestrians with a three to seven second “WALK” signal before vehicles are given the green light to enter the intersection.



Source: Federal Highway Administration

Mid-block Crossings

In areas with long blocks where the intersections are spaced far apart, mid-block crosswalks can provide a convenient crossing location for pedestrians. The safety of these crossings can be enhanced by installing high-visibility crosswalks, advanced stop lines, and pedestrian warning beacons.



Source: Google Maps

Pedestrian Refuge Island

Pedestrian refuge islands are protected spaces for pedestrians within the center median to allow for greater visibility for pedestrians, as well as providing a refuge for pedestrians who may need additional time to cross. Refuge islands allow pedestrians crossing a multi-lane roadway to focus on only one direction of traffic at a time by creating a safe waiting area until there is an adequate gap in traffic before starting the second phase of a crossing.

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Source: Step by Step Los Angeles County

Curb Ramps

Curb ramps provide access between sidewalks and the roadway for pedestrians, including those who utilize strollers and wheelchairs. Curb ramps follow Americans with Disabilities compliance, which promotes gentle grading for accessibility for all users.



Source: Kalban Inc.

Curb Extensions and Curb Radii

Curb extensions, or bulb-outs, provide enhanced pedestrian visibility by extending the walkway into the roadway. Curb extensions also shorten the crossing distance for pedestrians and slow turning vehicles. Curb extensions can be constructed with paint and flexible posts or bollards and/or concrete curb and gutter.



Source: Google Maps

In-Street and Overhead Pedestrian Crossing Signs

In-street and overhead pedestrian crossing signs alert motorists to watch out for pedestrians at pedestrian crossing areas. In-street pedestrian crossing signs are typically placed in the travel lane near the curb, whereas overhead pedestrian signs are mounted

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over the roadway near the crosswalk. Both types of crossing signs are typically made with retroreflective materials and used at mid-block crossings.



Source: pexco.com



Source: Federal Highway Administration

Pedestrian Push Buttons and Signal Timing

Pedestrian push buttons are typically located at either end of a marked crosswalk to activate appropriate crossing signals to motorists to stop when there is an adequate break in vehicular turning movements for pedestrians to cross. When pedestrians can safely cross, a “WALK” sign will display to indicate that it is safe to cross. Pedestrian push buttons may also include an audio function to further alert motorists of pedestrians’ intent to cross a roadway.

Pedestrian signal timing determines the amount of time is provided for pedestrians to adequately cross the street. Pedestrian signal timing is typically based on an average walking speed of 3.5 feet per second with a minimum pedestrian crossing timing of 7 seconds. This may be adjusted based on demographics and pedestrian crossing distance.



Source: Grid Engine

Pedestrian Hybrid Beacons

Pedestrians will activate the pedestrian hybrid beacon, or high-intensity activated crosswalk (HAWK), through a pedestrian push button to alert motorists to pedestrians crossing the roadway at uncontrolled marked crosswalk locations. The beacons may also include flashing lights and voice activation.

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Source: Google Maps

Rectangular Rapid Flashing Beacons

Rectangular rapid flashing beacons provide flashing amber LED lighting that supplements pedestrian crossing signs to increase motorist awareness of pedestrian crossings. They can be user- or passively activated and can be installed at mid-block locations or at unsignalized intersections without multiway stops.



Source: Google Maps

Transit Improvements

Transit Ridership Information

Transit ridership information typically inform transit users of transit schedules and may include changeable message boards that show the estimated arrival time of the next transit stop.

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Source: National Association of
City Transportation Officials

Benches

Benches provide seating options for transit users waiting for the bus, which can provide a more enjoyable ride.

Other Improvements

Wayfinding Signage

Wayfinding signs provide guidance to travelers to various key destination locations such as downtown, recreational attractions, city hall, and more.



Source: Google Maps

Shade Trees

Adding shade trees and landscaping along a parkway or raised median can enhance the experience for all travelers. Shade trees with wide canopies can reduce temperatures during the summer months and mitigate heat island effects. Center median landscaping also serves as a traffic calming measure by visually separating lanes of oncoming traffic and narrowing a motorist's field of vision to enhance safety for active transportation users. Landscaped medians may also include stormwater capture improvements.

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Source: Google Maps

Lighting

Street lighting improves pedestrian visibility and promotes personal security.



Source: Best LED Group

Benefits of Active Transportation

Communities that embrace active transportation can experience positive health, environmental, economic, and social equity benefits. Traveling by walking or biking increases physical activity and can reduce the chances of developing heart disease and help strengthen bones and muscles. Reducing the number of single-occupancy vehicular trips helps create a healthier environment and combats the effects of climate change by reducing greenhouse gas emissions. The implementation of this Plan will help promote health equity by providing increased transportation alternatives for transit-dependent and zero-vehicle households who live within and/or travel along the corridor.

Health

Despite life expectancy increasing over the decades, health in America continues to be a concern. According to the Southern California Association of Governments (SCAG) Connect SoCal Public Health Report, less than 50 percent of individuals in the SCAG region (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties) are regularly walking for transportation, fun, and/or exercise, with only 38 percent of people in the region reporting they walk regularly. The Report also defines a strategy to increase physical activity and reach the recommended levels of activity, as increasing the travel mode share of biking and walking and promoting active transportation. If the current

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trend continues, healthcare-related costs are anticipated to climb to over \$17 billion by 2045 for the top three chronic diseases: high blood pressure, heart disease, and type 2 diabetes.⁴ In addition to chronic diseases, vehicular pollutants such as fine particulate matter (“PM 2.5”) and nitrogen dioxide may negatively contribute to additional respiratory issues that can lead to and exacerbate poor health conditions. PM 2.5 are small particles emitted by vehicles and trucks. Breathing these particles can lead to adverse health effects such as heart and lung disease. Nitrogen dioxide is one of the byproducts of burning fossil fuel which, according to the Environmental Protection Agency (EPA), can irritate airways in the respiratory system, and long-term exposure can lead to asthma and respiratory infections.

The increased use of active transportation increases physical activity, which is an essential component in maintaining good physical and mental health. Opting for active travel modes when possible, such as biking and walking, can benefit individual and community wellness. When more travelers opt to utilize active transportation in lieu of driving motor vehicles, the community will benefit from reduced vehicular pollutants, thereby reducing exposure to particles that can lead to poor respiratory health.

Environmental

Greenhouse gases are a byproduct of burning fossil fuel that negatively impacts the environment and public health. The EPA estimates that the average vehicle travels 11,500 miles and emits 4.6 metric tons of greenhouse gases per year.⁵ ACS conducted by the U.S. Census Bureau estimates that in 2023, approximately 59,319 single-occupant vehicles commuted daily to and from the local neighborhoods in the larger local area.⁶ A five percent reduction of vehicles would equate to an annual decrease of 13,643 metric tons of greenhouse gas emissions.

According to the California Air Resources Board, greenhouse gas emissions from transportation accounted for 39 percent of the total emissions in California in 2021.⁷ Encouraging and providing opportunities for increased active transportation is crucial as it can reduce the number of vehicles on the road, which will improve local and regional air quality.

Economic

Active transportation provides a sustainable alternative to single- occupant vehicle trips and provides multiple economic benefits. Over the years, the costs to own and maintain a vehicle have been increasing. The average price of a new vehicle in the U.S. is over \$48,000,⁸ and the annual cost to own a vehicle is over \$10,000.⁹

⁴ Southern California Association of Governments (2020). Connect SoCal Plan Performance Public Health

⁵ United States Environmental Protection Agency (2018). Greenhouse Gas Emissions from a Typical Passenger Vehicle

⁶ U.S. Census Bureau American Community Survey 2023 5-Year Data Profile

⁷ California Air Resources Board. California Greenhouse Gas Emissions for 2000 to 2021 - Trends of Emissions and Other Indicators (2023)

⁸ Kelley Blue Book. Average New Car Price Sets Record (2022)

⁹ Automobile Club of Southern California. 2022 Your Driving Costs, Your AAA Daily

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Shifting from vehicular to active transportation can substantially reduce household transportation-related expenditures. Fewer vehicles on the road will slow roadway deterioration, reducing maintenance costs. Active transportation facilities can help attract tourists and increase sales for lodging, retail, and restaurants, which can bolster the local economy. Residents along robust and attractive active transportation corridors may also benefit from increased property values.

Social Equity

According to 2023 ACS data, approximately 11.9 percent of households in the City of Glendale, the La Crescenta-Montrose community, and the City of La Cañada Flintridge are living in poverty and are less likely to own a reliable vehicle. Individuals who do not own a vehicle or have been impacted by increased transportation costs will benefit greatly from the increased mobility and connectivity provided by active transportation improvements. This can improve one's personal economy as the enhanced active transportation network can provide connections to greater job opportunities. Improving the existing active transportation infrastructure will foster equity for disadvantaged communities and communities of color by allowing for greater employment opportunities and positive health benefits.

Planning Documents

Local, regional, and state planning documents provided guidance on active transportation goals and strategies to help create a sustainable and equitable transportation infrastructure. These documents were reviewed to ensure that the recommendations in this Plan align with the guidelines and objectives of existing planning documents. This Plan utilized the goals and strategies listed in the following documents for guidance in developing proposed improvements:

Los Angeles County

County of Los Angeles Bicycle Master Plan 2012 – Adopted in 2012, the Bicycle Master Plan established a comprehensive vision for the Countywide bikeway network and infrastructure to create additional opportunities for active transportation and recreation. This plan was an update to the previous 1975 County Bikeway Plan and expanded from 144 to over 200 miles of bikeway facilities. The following bicycle facilities are proposed along corridors within the La Crescenta-Montrose community:

Class II

- Ocean View Boulevard between Foothill Boulevard and Honolulu Avenue
- Montrose Avenue between Rosemont Avenue and Montrose Lane

Class III

- Ramsdell Ave between Markridge Road and Montrose Avenue
- La Crescenta Avenue between Orange Avenue and Montrose Avenue

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- Rosemont Ave between Rockdell Street and Honolulu Avenue
- Briggs Avenue between Shields Street and Foothill Boulevard
- Orange Avenue between Pennsylvania Avenue and Briggs Avenue

Public Works is currently in the process of updating the Bicycle Master Plan, which will reevaluate the proposed corridors, identify new bikeway locations, design guidelines for Class IV bikeways on unincorporated County roads, develop policies and design guidelines for bikeway infrastructure that could be shared with micro-mobility devices, and first/last mile bikeway improvements to connect bikeways to transit stations and bus stops. The updated plan is expected to be completed in 2026.

Vision Zero Los Angeles County: A Plan for Safer Roadways – Vision Zero is a data-driven, international traffic safety movement to eliminate traffic fatalities and injuries. The goal of Los Angeles County’s Vision Zero initiative is to eliminate traffic-related fatalities on unincorporated County roadways by 2035. The Vision Zero Action Plan identified Collision Concentration Corridors (CCCs) throughout the County, which is defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions over a five-year period within County roadways. No segments along the project area or its surrounding corridors have been identified as CCCs. However, this project reviewed recommended actions that can be implemented along Foothill Boulevard to further enhance safety consistent with the goals of Vision Zero.

Los Angeles County General Plan – This high-level policy document outlined a planning framework for the County’s 2,600+ square miles, including measures to employ smart growth; create a strong and diverse economy; manage the County’s natural resources; and provide healthy, livable, and equitable communities.

Foothill Boulevard is identified as an active commercial corridor that provides retail, restaurants, and services to the communities and presents an opportunity for pedestrian and bicycle infrastructure improvements. Creating a multimodal transportation system for motorists, pedestrians, and bicyclists is one of the goals set in the County General Plan. Relevant goals to improve mobility include:

- Street designs that incorporate the needs of all users
- Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use
- Streets that incorporate innovative designs
- An efficient multimodal transportation system that serves the needs of all residents

Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities – This General Plan-level document identified actions, policies, procedures, and programs to increase walkability across the County’s unincorporated communities, including La Crescenta-Montrose. Two major goals of the plan are eliminating all fatalities and severe injuries involving pedestrians and making walking the easy and healthy choice for residents. To date, it also included Community Pedestrian Plans with specific infrastructure and program recommendations for four unincorporated communities; with

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additional communities prioritized based on safety and equity as resources allow. A future La Crescenta-Montrose Community Pedestrian Plan would be informed in part by this Foothill Boulevard Active Transportation Plan.

Neighboring Cities

City of La Cañada Flintridge General Plan 2030 – Adopted in 2013, the document developed goals, objectives, and policies that provide direction for the City’s 2030 vision. The vision includes maintaining the City’s safe and small town feeling while continuing to make the downtown vibrant where residents can enjoy shopping and dining. The latest General Plan is the first major update since 1980 and includes considerations such as land use, housing, circulation, and safety. The General Plan recommended a combination of Class II and III bikeways along Foothill Boulevard. Additional Class III bikeways had also been proposed for side streets such as Oakwood Avenue and La Cañada Boulevard.

Glendale Safe & Healthy Streets Plan – Adopted in 2011, the City of Glendale collaborated with the Los Angeles County Bicycle Coalition to develop the City’s first Safe and Healthy Streets Plan. The document developed goals and identified resources to create a safer and healthier environment for residents. The Glendale Safe & Healthy Streets Plan aims to reduce barriers for vulnerable communities and create a better transportation network with equity in mind. The five main goals of the document are the following:

- Goal 1: Educate and inform residents about pedestrians and bicycle safety
- Goal 2: Encourage the Glendale community to walk or ride a bike for recreation, transportation, and health
- Goal 3: Support enforcement best practices for bicycle and pedestrian safety
- Goal 4: Continue to enhance pedestrian and bicycle safety in all Capital Improvement Projects. Use best practices to improve and enhance ease of use and safety, ensuring routine accommodation of pedestrians and bicyclists
- Goal 5: Develop performance measures that track and analyze the effectiveness of policies, programs, infrastructure, and events

North Glendale Community Plan – In 2011, the City adopted the North Glendale Community Plan which outlines policies for neighborhood and commercial development near La Crescenta-Montrose. Foothill Boulevard is considered a “suburban corridor,” intended to move vehicular traffic through commercial areas; and is designated a “Pedestrian Priority Area” between Lauderdale and Dunsmore Avenues. The Plan suggested specific enhancements for the priority area including curb extensions, a bus-only lane, streetscape improvements, median refuge islands, and signalized mid-block crossings. The document also recommended improvements to accommodate all users along the corridor, including the following:

- Improve streetscapes, landscapes, and intersections for all users
- Maintain existing bikeways and provide bicycle parking
- Maintain existing transit service and enhance bus stop amenities such as shelters, benches, and trash cans

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City of Glendale Bicycle Transportation Plan – In 2012, the City of Glendale adopted a citywide bicycle plan to create healthier lifestyles, reduce dependence on vehicles, and create vibrant neighborhoods. The City collaborated with local advocates, schools, business owners, etc. and created an inclusive bicycle plan. The Bicycle Transportation Plan helped plan, design, and implement bicycle facilities. The document identified existing bikeways near Foothill Boulevard, which include Class II bike lanes on Santa Carlotta Street and Class III bike routes along New York Avenue and Dunsmore Avenue. The Plan is currently being updated by the City, based on new planning efforts and community outreach, and has an estimated completion date in 2024.

Glendale Citywide Pedestrian Plan – Adopted in 2021, this two-part planning document focused on improving pedestrian facilities and safety. Part 1 of the plan analyzed existing planning documents/policies, counts, and infrastructure. Part 2 identified potential pedestrian facility improvements along various corridors and developed policies to create a convenient and safe environment for pedestrians. Below are policies relevant to this Plan:

- Implement Leading Pedestrian Intervals at select intersections based on pedestrian volumes and collision history
- Optimize signal timing, phasing, and hardware tools to separate conflicting pedestrian-vehicle movements and provide default walk signal phases
- Explore opportunities to deploy automated enforcement technologies citywide, especially in high priority areas and where there are large concentrations of vulnerable pedestrians, including schoolchildren and seniors
- The Glendale Citywide Pedestrian Plan will develop the Glendale Vision Zero Plan to help eliminate fatal and serious pedestrian collisions throughout the city. The main focus of the document includes safe street design, speed reduction, education/enforcement, and equity.

Regional

Connect SoCal – This is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy developed by the Southern California Association of Governments (SCAG), a metropolitan planning organization that oversees six counties and 191 cities. Connect SoCal is a long-range vision planning document that outlines strategies to address issues in transportation, housing, public health, environment, and more. The latest plan proposed over 4,000 transportation projects based on input from local governments, stakeholders, non-profit organizations, and businesses.

State

California Transportation Plan 2050 – Adopted in 2021, this is the State's long-term transportation plan that identified 14 recommendations and support actions to improve transportation mobility and to work towards creating sustainable transportation. The plan focused on transportation safety, accessibility, equity, public health, economy, environment, and infrastructure. It planned to tackle climate change and support Senate

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Bill 391 California Transportation Plan (2009) to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050.

Toward an Active California, State Bicycle + Pedestrian Plan – This is the first statewide plan for active transportation that supports travel by biking and walking. The vision of the plan is for all residents of California to safely, conveniently, and comfortably walk and bike by 2040. The plan developed four objectives to improve bicycle and pedestrian facilities:

- **Safety** – Reduce the number, rate, and severity of bicycle and pedestrian involved collisions
- **Mobility** – Increase walking and bicycling in California
- **Preservation** – Maintain a high-quality active transportation system
- **Social Equity** – Invest resources in communities that are most dependent on active transportation and transit

To support the objectives, the document identified 15 strategies and 60 actions. The strategies and actions will help achieve the goal of significantly increasing walking/biking trips while reducing fatalities by 10 percent per year and increasing complete streets projects. Below are a few strategies and actions relevant to the Foothill Boulevard Active Transportation Plan:

Strategies:

- Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities
- Promote bicycling and walking for everyday transportation, recreation, improved health, and active living
- Integrate bicycle and pedestrian needs in planning and design of multimodal transportation systems and services

Actions:

- Incorporate first mile/last mile planning for bicycle/pedestrian access needs for all intercity/high speed rail and transit systems
- Consider access to economic opportunity as a critical component to serving disadvantaged communities

2 Existing Conditions



FOOTHILL BLVD ACTIVE TRANSPORTATION PLAN

II. Existing Conditions

Roadway Configuration

The corridor roadway width is approximately 80 feet in most segments. Near Daleridge Road in the City of La Cañada Flintridge, the width is reduced to 40 feet, and this continues eastward to the eastern corridor terminus at Oak Grove Drive. The typical roadway configuration consists of two travel lanes in each direction with a center two-way left-turn lane. Raised medians with landscaping are generally present to the east of La Crescenta Avenue.

On-street parking is generally available throughout the corridor with existing bike lanes in both directions from Alta Canyada Road in the City of La Cañada Flintridge to Lowell Avenue in the City of Glendale. From Daleridge Road to Oak Grove Drive, the roadway has two eastbound travel lanes and one westbound travel lane, with no on-street parking.

There are existing sidewalks along both sides of Foothill Boulevard to the west of Daleridge Road, with street trees present in some areas. To the east of Daleridge Road, a sidewalk is provided along the south side of the roadway, while the sidewalk on the north side is not continuous.

Land Use

Within a half-mile radius of the study corridor, there are a variety of destination locations, including fourteen schools, four hiking trails, six parks, NASA Jet Propulsion Laboratory (JPL), major retail stores, and numerous restaurants. Enhanced active transportation infrastructure will improve mobility and accessibility along the corridor, which is also surrounded by both low- and high-density residential dwellings. The Plan will help shape future active transportation improvements along Foothill Boulevard and guide the transformation of the corridor to support all users of the roadway.

City of Glendale

Existing land use within the City of Glendale boundary (Foothill Boulevard between Lowell Avenue and Pennsylvania Avenue) mainly consists of commercial retail buildings and restaurants along both sides of the corridor with low-density residential dwellings. Dunsmore Park and New York Park are located near Foothill Boulevard. The Montrose Shopping Park along Honolulu Avenue is a major retail destination with nearly 200 businesses including shopping, dining, and beauty services. The Montrose Shopping Park also hosts several community events such as the Montrose Harvest Market every Sunday, Montrose Car Show, Montrose Arts and Crafts Festival, Montrose Oktoberfest, and Halloween Spooktacular.

Figure 2 provides the City of Glendale land use map.

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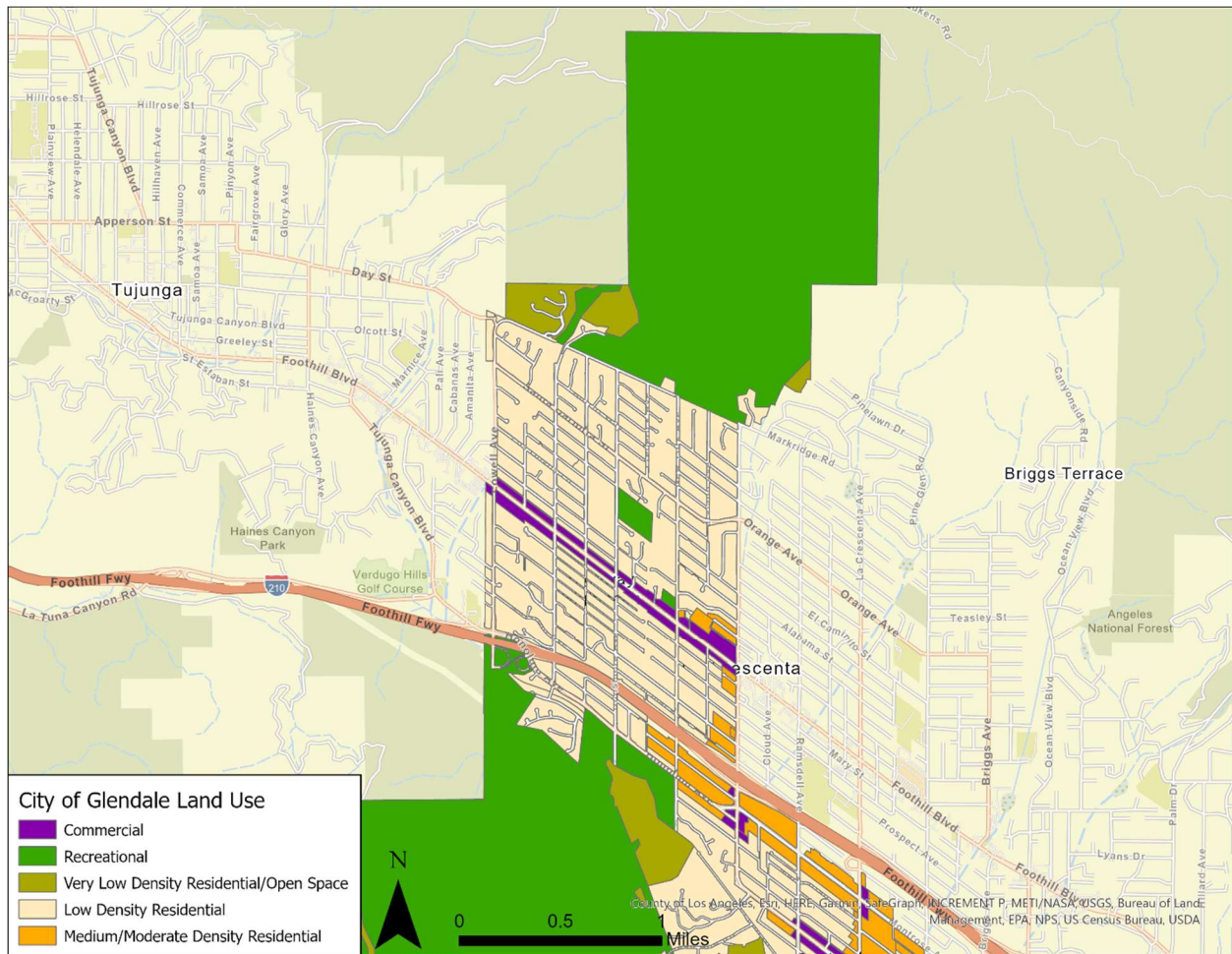


Figure 2: City of Glendale Land Use

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La Crescenta-Montrose

Land use along the corridor within unincorporated La Crescenta-Montrose consists of the commercial and retail properties of the Marketplace Shopping Center with its grocery store, and other areas of Foothill Boulevard that include restaurants, schools, and small commercial businesses. Crescenta Valley High School is near Foothill Boulevard. Other key area destinations include the library, park, shopping center, and multiple dining establishments. Two Strike Park is a mile north of Foothill Boulevard and is a popular destination among residents. The downtown Montrose commercial area is one-half mile south of Foothill Boulevard.

Figure 3 provides the La Crescenta-Montrose community land use map.

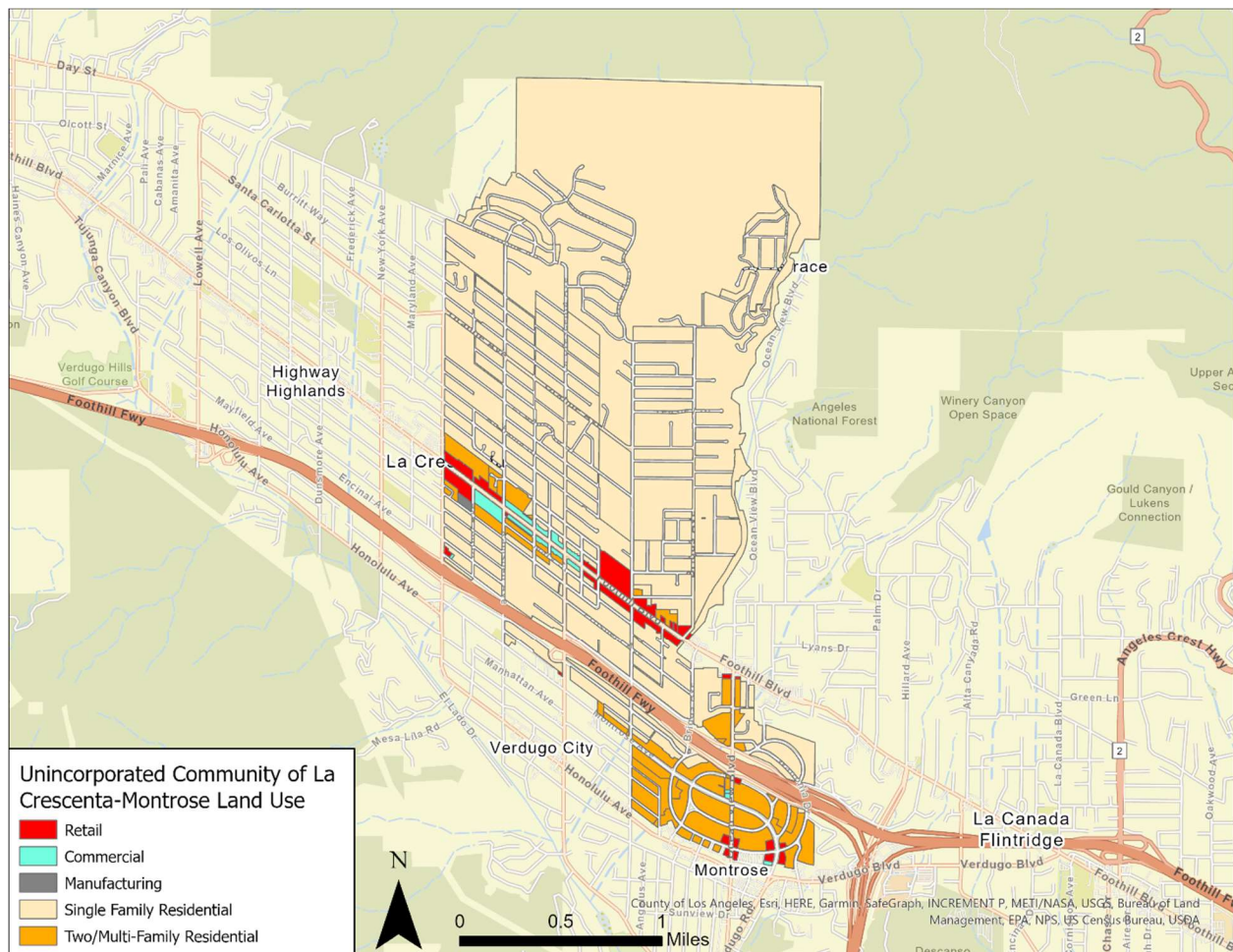


Figure 3: La Crescenta-Montrose Land Use

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La Cañada Flintridge

The City of La Cañada Flintridge has a vibrant “Downtown Village” along Foothill Boulevard in the heart of the community, consisting of retail, office, residential, and senior housing. There are residential dwellings and commercial/office space to the north and south. Key destinations include retail stores, grocery stores, libraries, YMCA, and dining establishments. Additionally, within a half-mile radius of the corridor, there are multiple schools, churches, parks, and trails, such as La Cañada High School, La Canada Elementary, St. Bede, Flintridge Preparatory School, Hahamongna Watershed Park USC Verdugo Hills Hospital, Gould Canyon Trail, Memorial Park, and Descanso Gardens.

Figure 4 provides the City of La Cañada Flintridge land use map.

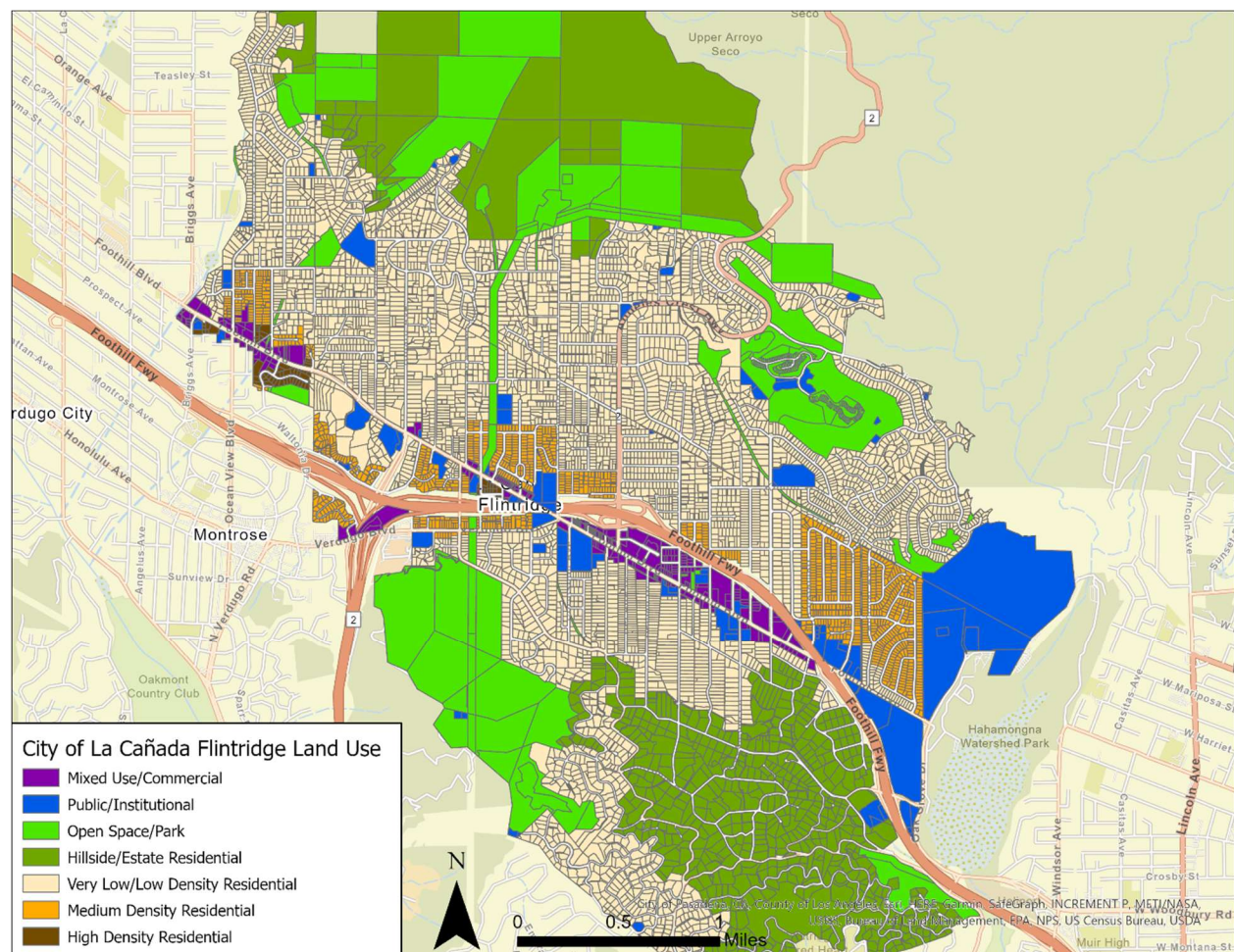


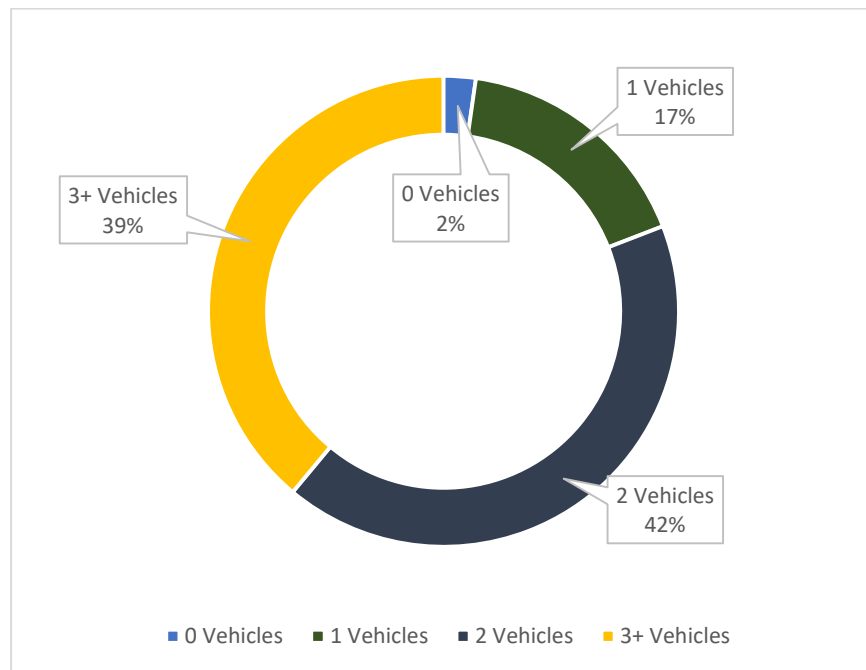
Figure 4: City of La Canada Flintridge Land Use

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Transportation Mode Share

Figure 5 provides the proportion of the numbers of vehicles available to residents located in the project corridor and adjacent areas. Single-occupant vehicles were the most utilized transportation mode choice. According to the 2023 ACS estimate, 81 percent of households own two or more vehicles.

Figure 5: Vehicle Ownership – Project Corridor and Vicinity



Active transportation data were evaluated to understand the demographics and the type of improvements that would be most appropriate along the corridor. Using 2023 ACS data, there were 92,215 residents living along the project corridor and adjacent areas who were at least 16 years old.

Figure 6 illustrates the breakdown of the transportation mode utilized by residents when commuting to work, for the project corridor and adjacent areas. The data indicated that 64 percent of residents drove alone to work, with walking and taking public transit each accounting for approximately two percent of total trips.

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Figure 6: Commuting Travel Mode Choice – Project Corridor and Vicinity

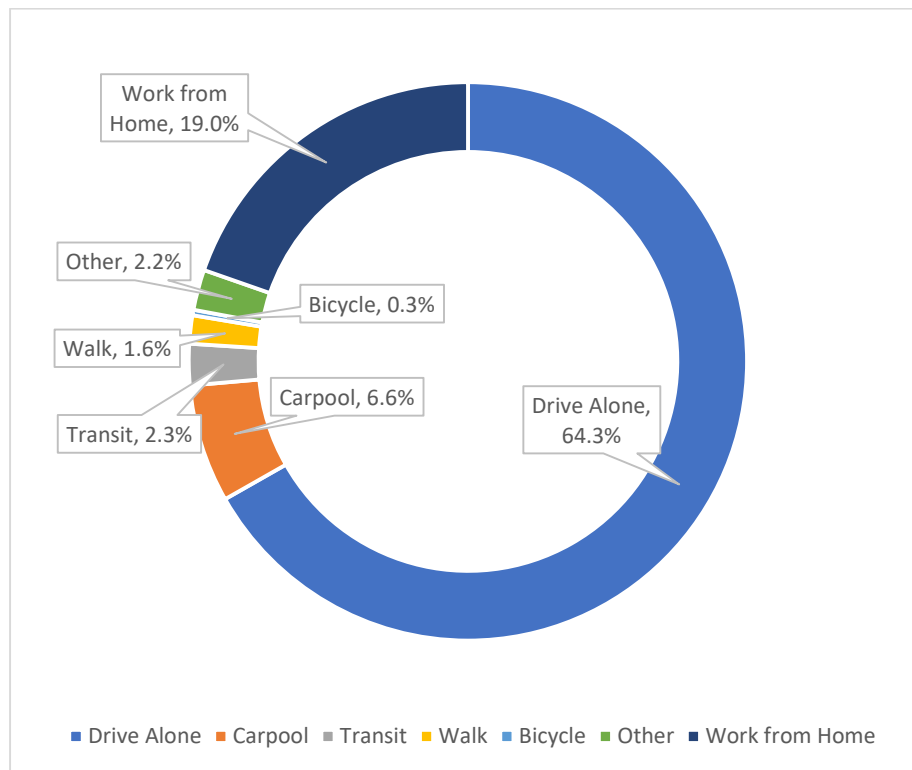
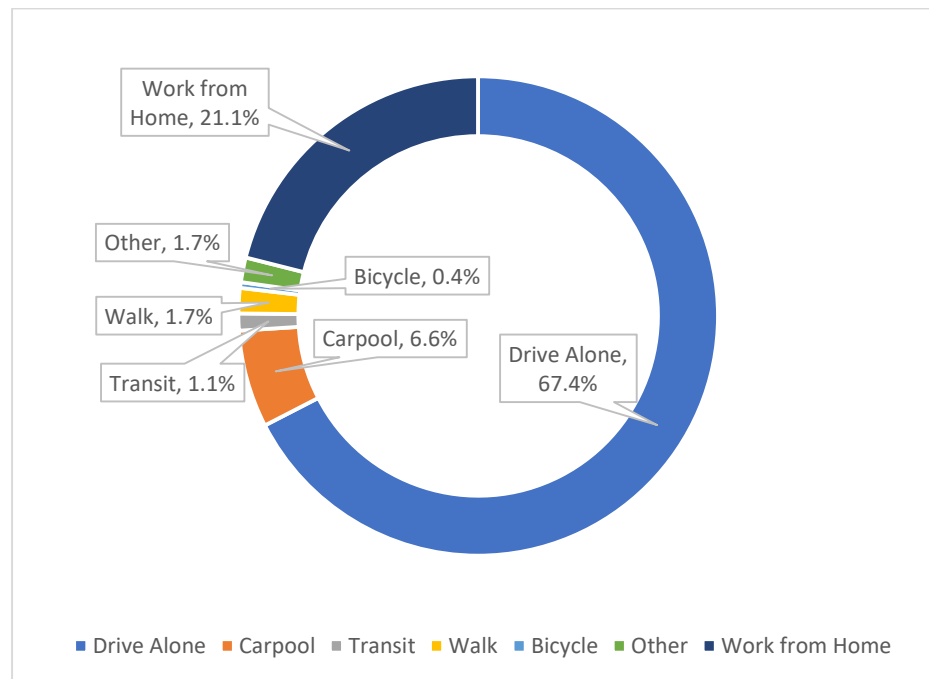


Figure 7 illustrates the same data for the three local jurisdictions. The transportation mode category breakdowns were similar to those in Figure 6.¹⁰ Single-occupant vehicle trips accounted for the most common travel to work option in both datasets, which suggests an opportunity for providing alternatives to driving alone.

¹⁰ U.S. Census Bureau American Community Survey 2019-2023 5-Year Data Profile

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Figure 7: Commuting Travel Mode Choice within Local Jurisdictions



Existing Bicycle Facilities

Existing bicycle facilities along Foothill Boulevard generally consist of Class II bike lanes from west of Alta Canyon Road in the City of La Cañada Flintridge, continuing through the unincorporated La Crescenta-Montrose community, and then continuing beyond the westerly project boundary at Lowell Avenue in the City of Glendale. The Class II bike lane typically ranges between four and six feet wide and is striped between the travel lane and the parking lane within the project boundary.

The City of La Cañada Flintridge completed construction in June 2022 of half a mile of new Class I raised bicycle path and adjacent pedestrian paths and two miles of Class II bike lanes with bicycle amenities along Foothill Boulevard, between La Cañada Plaza Road and Hillard Avenue, as part of the Foothill Link Bikeway and Pedestrian Greenbelt Project. Additional improvements included repaving and resurfacing of the roadway and upgraded street lighting and traffic signals. The City of La Cañada Flintridge is also planning to install new landscaped medians within those limits in the future.

Bike Level of Traffic Stress Analysis

Level of Traffic Stress (LTS) is a rating system developed by the Mineta Transportation Institute at San Jose State University which measures the comfort level of bicyclists based on roadway characteristics. This rating system is commonly used to help planners identify the stress level experienced by cyclists along a roadway. The characteristics considered include roadway width, combined bike and parking lane width, posted speed limit, and bike lane blockage (e.g., double-parked cars, cars maneuvering into parking places, etc.).

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There are four levels (LTS 1 to 4) in the rating system that rate the roadway as shown in Table 3. Roadways having a LTS 1 are considered suitable for all bicyclists while LTS 4 represents a high-stress environment and is typically only suited for the most experienced bicyclists.

Table 3: Level of Traffic Stress

Value	Conditions
LTS 1	Presenting little traffic stress and demanding little attention from bicyclists and attractive enough for a relaxing bike ride. Suitable for almost all bicyclists, including children
LTS 2	Presenting little traffic stress and therefore suitable to most adult bicyclists but demanding more attention than might be expected from children
LTS 3	Presenting moderate traffic stress and suitable for confident bicyclists
LTS 4	Presenting moderate to heavy traffic stress and suitable for the most experienced bicyclists

Source: *Low-Stress Bicycling and Network Connectivity MTI Report 11-19*

Using the LTS analysis, the study corridor was evaluated to determine the comfort level for bicyclists traveling along a roadway. The LTS analysis has criteria for dedicated bike lanes and bike routes. For dedicated bike lanes, there are different criteria based on whether the bike lane is adjacent to on-street parking or the street curb. Since there are segments of bike lanes along Foothill Boulevard that are adjacent to on-street parking or the curb, both criteria were used to determine the LTS.

Each criterion has four parameters: vehicle lane width, parking lane and/or bike lane width, speed limit or prevailing speed, and bike lane blockage. When conducting analysis of different segments along the corridor, the parameter with the highest stress level governs¹¹. For example, if a roadway has two lanes in each direction with a speed limit of 30 mph, it would be classified as LTS 3 due to the number of lanes.

Tables 4 and 5 provide detailed descriptions of the criteria used to evaluate the stress level, for areas with or without adjacent on-street parking.

Table 4: Criteria for Bike Lanes Alongside a Parking Lane

Criteria	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Number of vehicle lanes (through lanes per direction)	1	N/A	2 or more	N/A

¹¹ Furth, Peter G. and Mekuria, Maaza C. and Nixon, Hilary. *Low-Street Bicycling and Network Connectivity* (2012). San Jose State University Mineta Transportation Institute Report 11-19

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Sum of bike and parking lane width (includes marked buffer and paved gutter)	15 ft or more	14 or 14.5 ft ^a	13.5 ft or less	N/A
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	N/A	frequent	N/A

N/A = factor does not trigger an increase to this level of traffic stress

^a If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2

Source: Low-Stress Bicycling and Network Connectivity MTI Report 11-19

Table 5: Criteria for Bike Lanes Not Alongside a Parking Lane

Criteria	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Number of vehicle lanes (through lanes per direction)	1	2 with raised median	More than 2, or 2 with no raised median	N/A
Bike lane width (includes marked buffer and paved gutter)	6 ft or more	5.5 ft or less	N/A	N/A
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	N/A	frequent	N/A

N/A = factor does not trigger an increase to this level of traffic stress

Source: Low-Stress Bicycling and Network Connectivity MTI Report 11-19

There are two travel lanes in each direction along Foothill Boulevard. The 85th-percentile speed, or prevailing speed, is defined as the observed speed at or below where 85 percent of vehicles travel. The 85th-percentile speed is a factor that is considered when evaluating bikeway feasibility. The 2022 speed data is listed below:

- *City of La Cañada Flintridge* – Speed is 39 mph where the posted speed limit is between 30 and 35 mph (Oak Grove Drive to West City Limit), with a short 25 mph segment in the vicinity of Alta Canyada Road.

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- *La Crescenta-Montrose* – Speed is 42 mph where the posted speed limit is 40 mph (Glenwood Avenue to Cloud Avenue)
- *City of Glendale* – Speed is 43 mph where the posted speed limit is 40 mph (Pennsylvania Avenue to Lowell Avenue)

The combined width of bicycle and street parking lanes ranges between 12 to 14 feet and the bike lane width ranges between 4 to 6.5 feet within the project boundary. Using the parameters above, the analysis of the corridor indicated that the LTS values are 3 and 4, as shown on Figure 8.

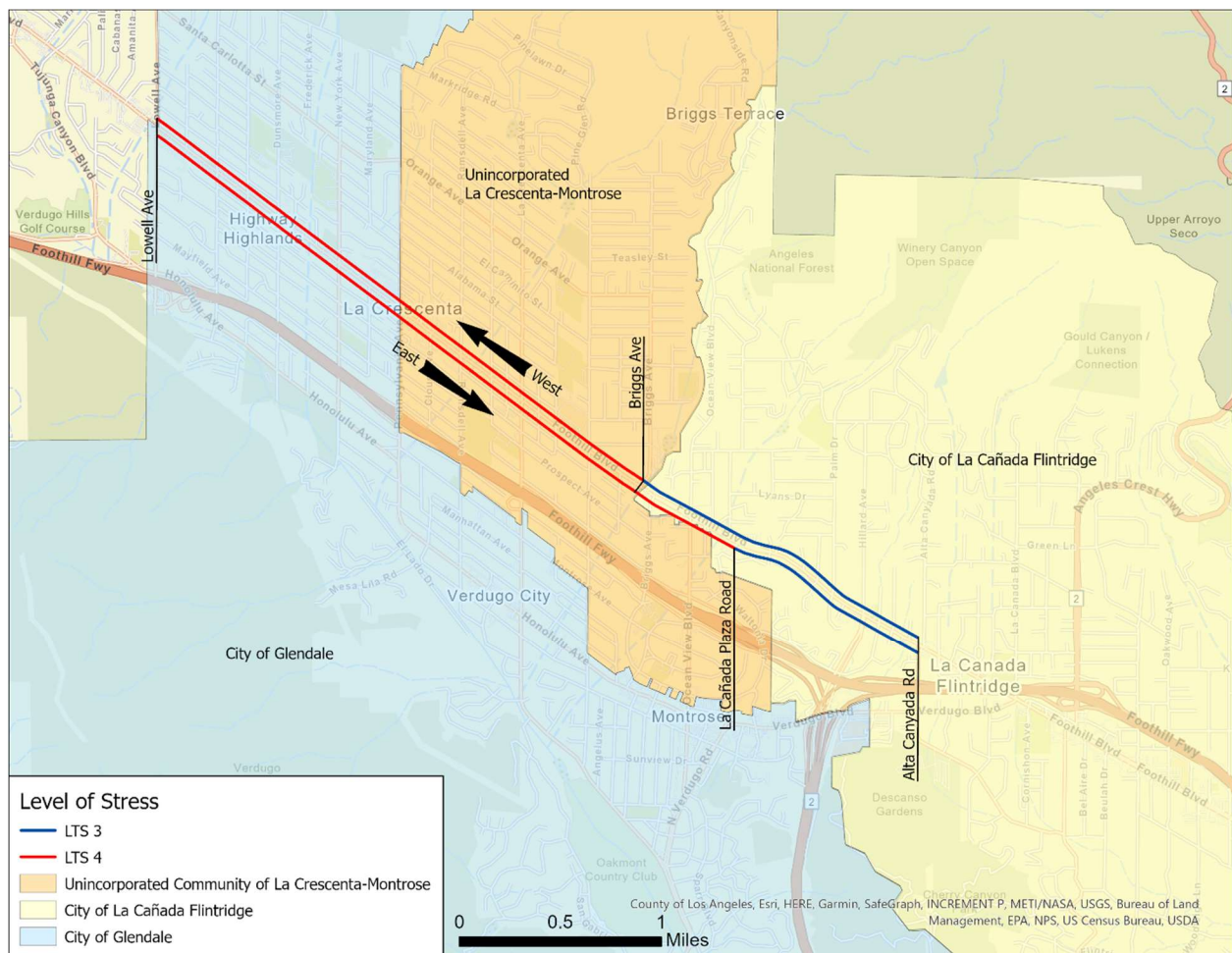


Figure 8: Level of Stress Analysis

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Existing Pedestrian Facilities

The existing use of pedestrian facilities were field evaluated along the study corridor between April and May 2021. The evaluation included noting the presence of and user experience at sidewalks, crosswalks, curb ramps, pedestrian signals, and more. Overall, existing pedestrian facilities were adequate and generally did not hinder mobility or connectivity.

In addition to the new Class I bike path of the City of La Cañada Flintridge's recent Foothill Boulevard Link Bikeway & Pedestrian Greenbelt Project, that project also incorporated pedestrian paths, bulb-outs, and street lighting to further enhance pedestrian mobility and safety along the corridor. The project also included streetscape beautification to further encourage active transportation use and improve safety by creating a barrier between vehicles and pedestrians.

Existing Transit Facilities

The field analysis also evaluated transit waiting areas, and the majority included a shade structure, bench, and trash receptacle in good condition. However, there were multiple locations where shade structures do not exist. In addition, the design and the material of the structure varies depending on the jurisdictions. This Plan evaluated if recommendations can be made to improve existing transit facilities and potentially increase ridership and create cohesion along the corridor between the jurisdictions.

There are three bus routes that operate on Foothill Boulevard in the project corridor:

- Glendale Beeline Routes 3 operates between La Crescenta Avenue and Oak Grove Drive.
- Glendale Beeline Route 33 operates between Ocean View Boulevard and Oak Grove Drive.
- Los Angeles County Metropolitan Transportation Authority (Metro) Line 90 operates between Pennsylvania Avenue and Lowell Avenue.

The Glendale Beeline routes are municipal bus services operated by the City of Glendale. Route 33 connects the Jet Propulsion Laboratory (JPL) in La Cañada Flintridge to the La Crescenta-Montrose community, and Route 3 connects Downtown Glendale to JPL and other popular destinations such as the Glendale Community College, The Americana at Brand, Memorial Park, La Cañada Flintridge Civic Center, and more. Metro Line 90 operates from Downtown Los Angeles to Foothill Boulevard and continues beyond the project area where it provides a connection to the Hollywood Burbank Airport.

Figure 9 provides the existing transit routes.

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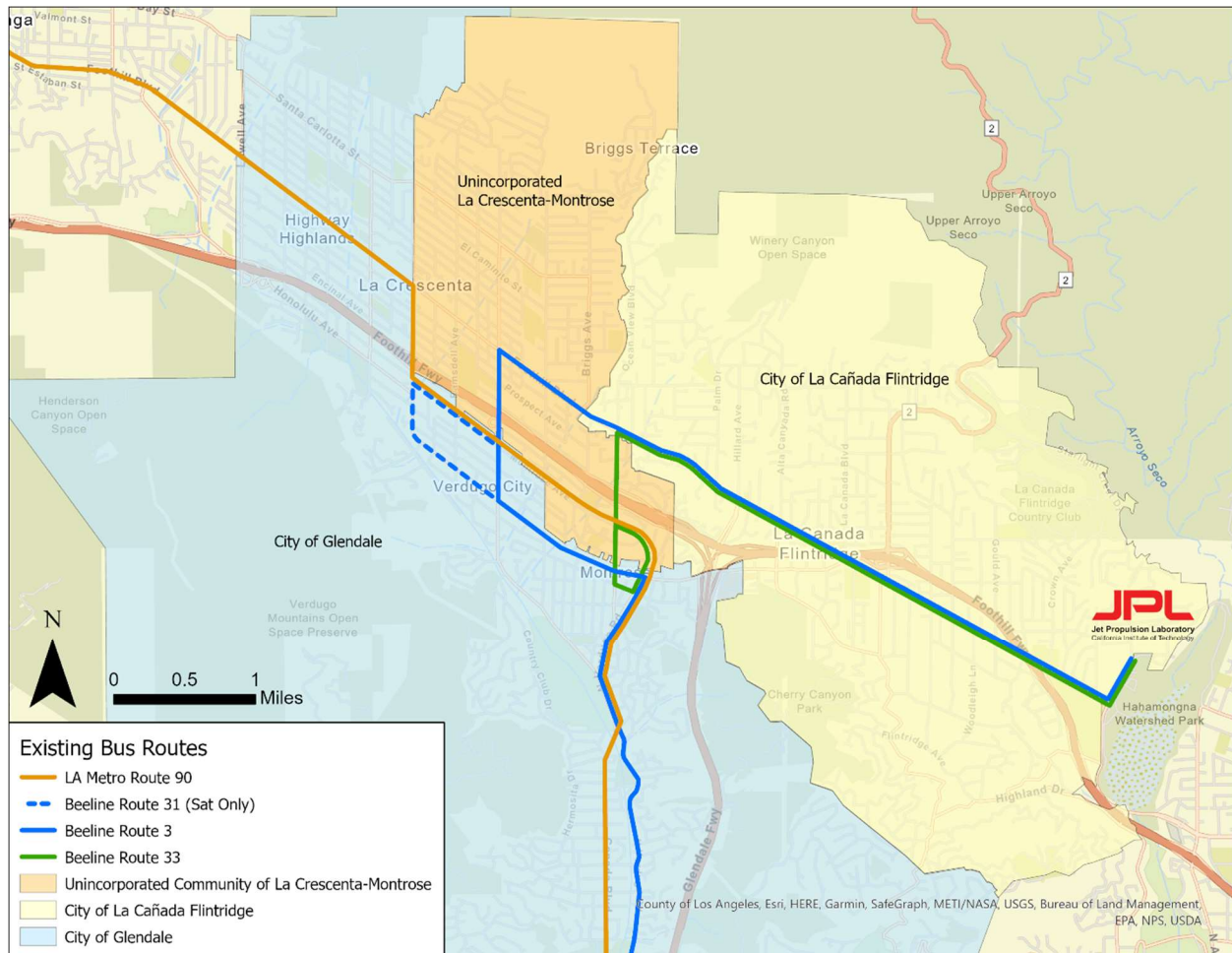


Figure 9: Existing Transit Routes

Pedestrian and Bicycle Collision History

Vehicular collision data involving pedestrians and bicyclists were obtained from the Statewide Integrated Traffic Records System (SWITRS). The SWITRS data reported 41 collisions involving pedestrians or bicyclists between 2019 to 2024 along Foothill Boulevard. Of those, 32 occurred at intersections and 9 were mid-block. Collision types included vehicle/pedestrian (25), broadside (9), sideswipe (2), head-on (1), rear end (1), and other (3). Additionally, nine collisions resulted in severe injuries, 17 resulted in minor injuries, 13 included a report of pain, and two involved property damage with no bodily injury.

Figure 10 provides the locations of the collisions from this compiled data.

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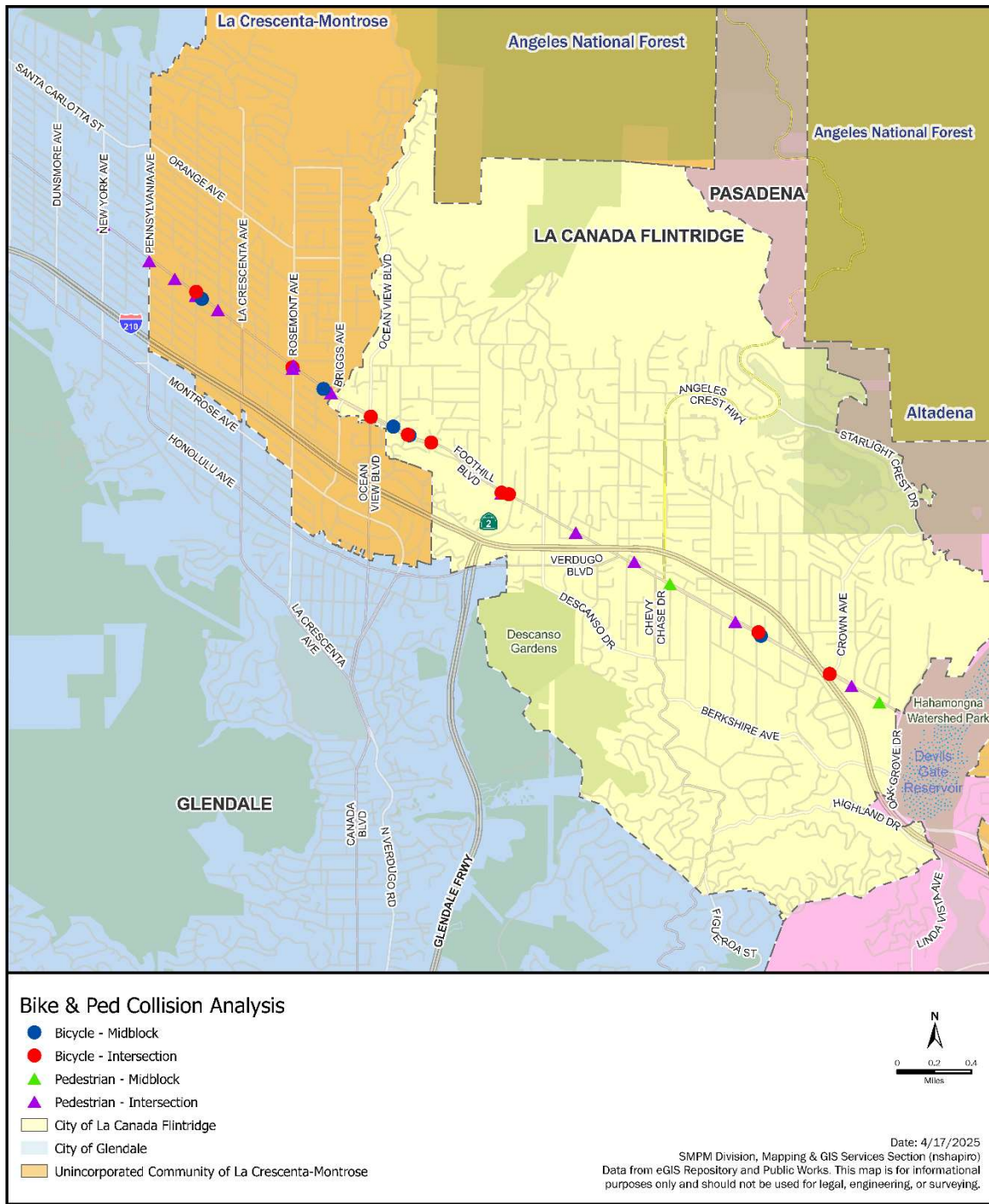


Figure 10: Bicycle and Pedestrian Collision Analysis

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Safe Routes to School

The City of Glendale developed a city-wide Safe Routes to School program for all schools in the city to further encourage students to walk and bike to school while reducing potential injuries and fatalities. The program also promoted safe driving near the school and the responsibility drivers have in creating a safe environment. The Four E's (Education, Encouragement, Enforcement, and Evaluation) were incorporated to create a well-rounded program and activities/events:

- Education and Encouragement – The City hosted multiple workshops to engage students and parents to learn about traffic signs and signals, safety tips, proper helmet fitting, bike maintenance, and more
- Enforcement – The City collaborated with the Glendale Police Department to monitor school pick-up/drop-off areas, evaluate collision data, observe unsafe student/driver behavior, and evaluate the needs for potential enforcement activities/outreach
- Evaluation – Parents and teachers took surveys twice a year (at the beginning and end of the school year) to learn about commuting trends and habits. The City collected this data to learn about different transportation modes, distance travelled, and the number of students who walked or biked to school

The program also implemented infrastructure improvements to enhance safety that included bulb-outs, pavement reconstruction/resurfacing, traffic signal modifications, curb ramp reconstruction, and other safety enhancements. To date, these improvements have been implemented at 20 schools.

Traffic Data Collection

Traffic data collected for this Plan included radar speed counts, 24-hour Average Daily Traffic (ADT) counts, and manual pedestrian and bicyclist counts. The data was collected between March and December 2022 at these ten locations along Foothill Boulevard:

1. Lowell Avenue
2. Dunsmore Avenue
3. Pennsylvania Avenue
4. La Crescenta Avenue
5. Ocean View Boulevard
6. Hillard Avenue
7. La Cañada Boulevard
8. Angeles Crest Highway
9. Gould Avenue
10. Oak Grove Drive

Radar speed counts were collected through temporary vehicle detectors installed along the roadway to measure the total number of vehicles on the roadway and speed of each vehicle. This also provided information on the average speed and 85th percentile speed, which is generally used to determine a safe and reasonable speed limit.

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ADT counts were collected by recording each vehicle passing through a roadway segment by their direction of travel and movement over a 24-hour period. These counts also provided information on peak morning and afternoon travel periods, typically between 7 and 10 a.m. and 3 and 6 p.m.

Manual pedestrian and bicyclist counts were collected manually and measured the number of pedestrians and bicyclists, including children, crossing at an intersection.

These traffic counts provided critical information that will guide planning and engineering decisions to propose improvements to reduce vehicular speeds and provide safe active transportation spaces for pedestrians, bicyclists, and transit users. Summaries of the traffic count data are shown in the following tables.

Table 6 summarizes the average and 85th-percentile speeds in the vicinity of eight intersections along Foothill Boulevard. From Pennsylvania Avenue at the western terminus of the project area to Hillard Avenue, the 85th percentile speed ranged from 43 to 39 mph. From La Cañada Boulevard to Oak Grove Drive, the 85th percentile speed ranged from 35 to 37 mph.

Table 6: Vehicle Radar Speed Survey

Locations	Date	Average Speed (mph)	85th Percentile Speed (mph)
Pennsylvania Ave	09/16/23	40.7	43
La Crescenta Ave	09/16/22	39.3	42
Ocean View Blvd	09/16/22	37	39
Hillard Ave	09/16/23	36.6	39
La Cañada Blvd	09/16/22	34	37
Angeles Crest Hwy	09/16/22	32.7	35
Gould Ave	09/16/22	33	36
Oak Grove Dr	09/16/22	32.5	35

Table 7 summarizes the average daily traffic (ADT) vehicle volumes at the same locations as those used for the speed summary. From Lowell Avenue to La Crescenta Avenue, the daily volume totals ranged from 12,093 to 23,892. From Ocean View Avenue to Gould Avenue, the totals ranged from 7,603 to 16,920. Near Oak Grove Drive, where the road is narrower, the total daily volume was 4,373.

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Table 7: Daily Vehicle Volume Counts

Locations	Date	Total	AM Peak	AM Peak Count	PM Peak	PM Peak Count
Lowell Ave	09/21/22	19,954	7:30 a.m.	845	3:00 p.m.	764
Dunsmore Ave	09/21/22	23,892	7:45 a.m.	1,120	3:30 p.m.	1,115
Pennsylvania Ave	09/11/22	12,093	11:45 a.m.	1,043	12:00 p.m.	1,052
La Crescenta Ave	09/11/22	20,458	7:45 a.m.	1,682	2:45 p.m.	1,967
Ocean View Blvd	09/11/22	14,622	11:45 a.m.	1,217	1:15 p.m.	1,228
Hillard Ave	09/11/22	9,651	11:45 a.m.	892	12:00 p.m.	893
La Cañada Blvd	09/11/22	7,603	11:45 a.m.	856	12:00 p.m.	861
Angeles Crest Hwy	09/11/22	16,920	11:45 a.m.	1,537	12:00 p.m.	1,573
Gould Ave	09/11/22	13,686	11:45 a.m.	1,161	12:15 p.m.	1,149
Oak Grove Dr	09/11/22	4,373	11:30 a.m.	360	2:15 p.m.	425

Table 8 summarizes the pedestrian crossing volume data for peak periods. The highest totals occurred at Lowell Avenue at 160 pedestrians, and at Dunsmore Avenue at 527 pedestrians, likely due to school activity. Other pedestrian volume totals ranged from 38 to 94.

Table 8: Pedestrian Crossing Volume Counts

Locations	Date	Pedestrians	Children
Lowell Ave	09/15/22	160	0
Dunsmore Ave	09/15/22	527	0
Pennsylvania Ave	01/09/23	23	3
La Crescenta Ave	01/12/23	53	0
Ocean View Blvd	11/15/22	38	2
Hillard Ave	11/29/22	57	0
La Cañada Blvd	11/17/22	46	3
Angeles Crest Hwy	11/18/22	43	0
Gould Ave	11/30/22	94	1
Oak Grove Dr	12/02/22	55	4

3 Public Outreach



FOOTHILL BLVD ACTIVE TRANSPORTATION PLAN

III. Public Outreach

Technical Advisory Committee

A Technical Advisory Committee (TAC), consisting of staff from Public Works, City of Glendale, City of La Cañada Flintridge, California Highway Patrol, and Los Angeles County Departments of Public Health, Regional Planning, Sheriff's, and Parks and Recreation provided guidance and input for each step of the Plan. The TAC met every two months to discuss the progress and to work towards a Plan that would best serve the communities.

Community Outreach

Public outreach events were conducted to educate and engage the community and collect comments from interested parties for potential active transportation improvements along the corridor. Interested parties consisted of community-based organizations, community councils, and the public who engaged with the team during various outreach events. A variety of outreach strategies and methods were utilized, including surveys to collect public input, marketing through the Plan website, social media, flyers, and e-mail blasts.

Public Outreach Strategies and Tools

A variety of public outreach strategies and tools were used to inform and engage the community, including a project website, community input survey, social media, mailers, community organization list, e-mail blasts, event flyers, walk and bike audits, and targeted outreach.

Plan Website

The Plan website (<https://pw.lacounty.gov/tpp/foothillblvdatp/>) was designed to share the Plan development with the public, by providing:

- Project information
- Plan contact information
- Planning area map
- Comments section
- Past and upcoming outreach events and documents
- Interactive web-mapping tool to provide input

Figure 11 provides a screenshot of the home page of the project web site.

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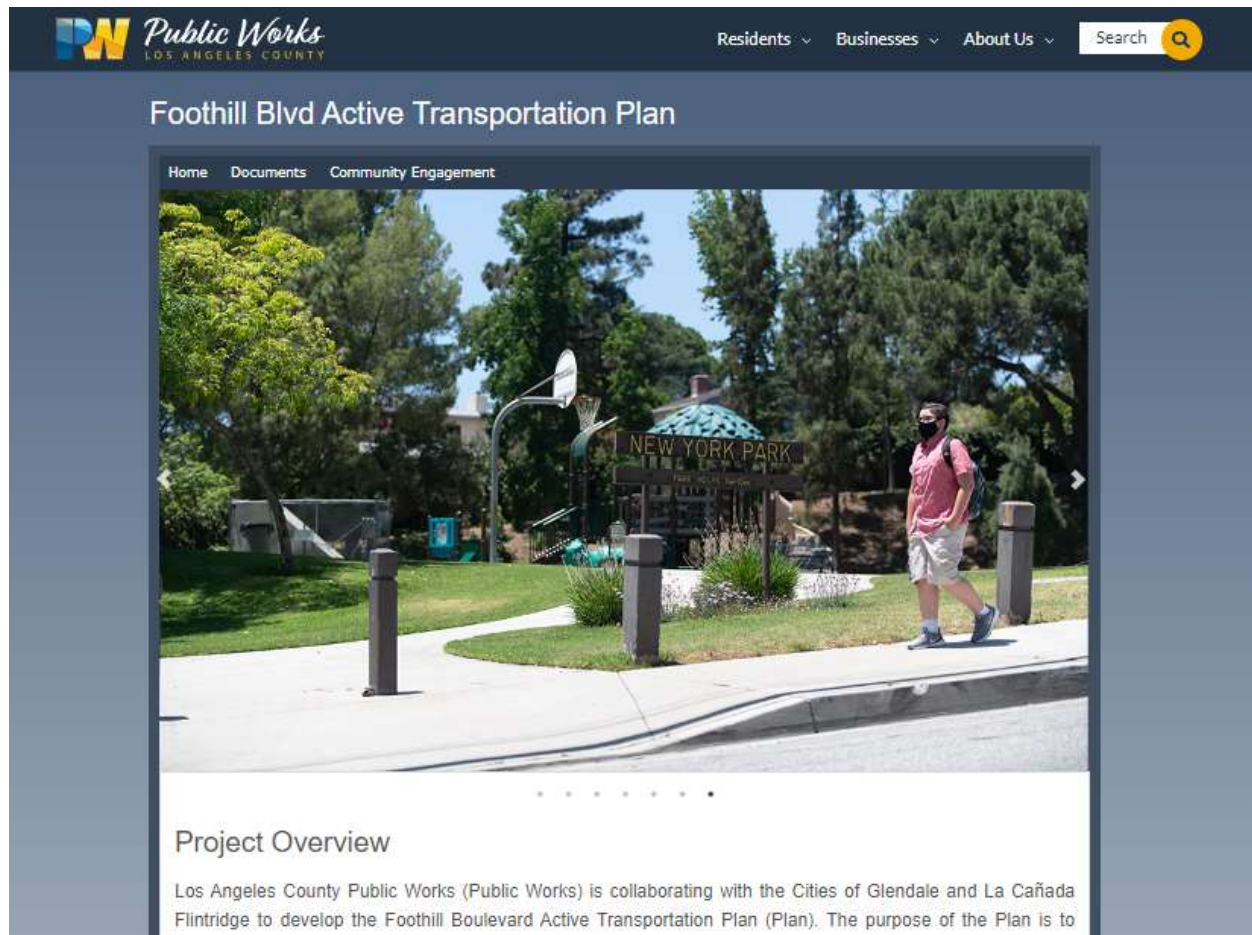


Figure 11: Project Website Landing Page

Community Input Survey

Surveys, provided via a QR code on project mailers and flyers, were provided to collect ideas and comments on the types of active transportation improvements the communities had wanted to see in their neighborhoods.

Social Media

Social media posts were posted on Public Works' and local community groups' social media accounts to increase awareness and participation for public outreach events. Posts encouraged participation and public input, and provided the opportunity to learn about the Plan.

Mailers

Mailers were distributed to residents within a quarter-mile distance along the corridor to increase awareness of the Plan and participation for public outreach events.

Community Organization List

A list of community-based organizations (CBOs) was developed to share project information, increase awareness, and promote participation in the development of the Plan. CBOs played an important part of the planning process, providing input on active

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transportation challenges faced by the community, and encouraged participation within their member organizations. Some of the CBOs involved in the planning process included Crescenta Valley Town Council, Crescenta Valley Weekly, and Walk Bike Glendale,

E-mail Blasts

Outreach and event promotions were facilitated through the development and distribution of e-mail blasts through our 10,000+ strong e-mail listing. E-mail blasts provided an overview of the Plan, explained the purpose and importance of collecting public input for the Plan, and encouraged stakeholders and community members to attend public outreach events.

Event Flyers

Event flyers were created to promote public outreach events, including info-sessions and the walk and bike audits, to provide information on the Plan and encourage public participation.

Walk and Bike Audits

Walk and bike audits are used as a tool to identify factors that affect walking, biking, and access to transit. For the audits, the team started by discussing safety and gave attendees a list of potential improvements. Participants were then asked to observe the conditions around them with respect to safety, design, and access. Four walk audits and one bike audit were hosted between September 2022 and March 2023.

The community had voiced similar challenges and recommendations throughout the corridor. Challenges to active transportation included high vehicular speeds, lack of shade trees and bike infrastructure, bumpy and cracked pavement, wheelchair and stroller pinch points, and steep slopes at curb ramps. Active transportation recommendations included requests for more diverse tree canopies, high visibility conflict zones, high visibility crosswalks and ADA ramps, pedestrian-led intervals, mid-block crossings, outdoor seating areas, and landscaped medians. Specific details of the comments are provided in the next report section.

Public Outreach Results

A summary by category of the comments received during the project public outreach efforts is provided here. The categories of comments and the related details are as follows:

- *Bicycle racks* – Bike racks are sparse and difficult to see.
- *Medians* – Median designs and landscaping are inconsistent throughout the corridor.
- *Mid-Block Crossings* – There is too much distance between crossing opportunities. Mid-block crossings flash yellow but should flash red. These lack signage, and motorists often do not stop at the crosswalks.
- *School Traffic* – During rush hour, especially during school drop-off and pick-up, cars back up onto side streets, Ralphs parking lot gets inundated with parents

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picking up kids after school; and Rosemont Avenue backs up from Rosemont Middle School.

- *Sidewalks* – Wheelchair and stroller access is compromised by pinch spots at bus stop benches, trees, and utility poles.
- *Sidewalks* – Sidewalk is narrow, patchy, and bumpy along some segments.
- *Sidewalks/Ramps* – The single curb ramp configuration at intersections requires wheelchairs/strollers to enter the street at odd angles to cross, and the sidewalk slope is too steep for wheelchairs at some intersections.
- *Street Trees/Seating* – There are not enough shaded areas including those for seating, greenery, and tree and plant diversity.
- *Transit Shelters* – The community wants more uniform transit stops and to follow the Mediterranean style transit stops or the historical Montrose Railway design.
- *Vehicle Speeds* – Vehicle speeds are high, and vehicles are driving too fast for a comfortable walking experience.
- *Theme* – There are no unifying design elements through the corridor, and murals or artistic crosswalks should be considered along with partnerships to implement them.
- *Interpretive* – There is a missed opportunity for locals to learn about and experience the waterways that go through the area.
- *General* – There is cracked pavement, downhill-moving cars frequently stop well into the crosswalk, and drivers are not looking for or seeing pedestrians at intersections.

4 Proposed Improvements Program



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IV. Proposed Improvements Program

The City of Glendale, the City of La Cañada Flintridge, and the County of Los Angeles developed a programmatic set of potential improvements for the project corridor. This will be used as a set of guiding toolbox measures that will be applied to future transportation planning efforts for Foothill Boulevard by the three agencies.

These elements of the corridor should be consistent across the three jurisdictions, when implementing future improvements:

- *Raised medians* – Raised medians are recommended to the west of La Crescenta Avenue, outside of left-turn lane pockets, for intersections and major commercial centers.
- *Street trees* – The type of street tree implemented for future greening projects should be the same species throughout the corridor for consistency. These can be used along the sidewalk and in raised medians.
- *Street lighting* – The type of street light pole and luminaire (lighting unit) used for future upgrades should both be consistent in the corridor. For new street light poles, the addition of low-level sidewalk lighting for pedestrians in commercial areas should be considered.

The active transportation toolbox for the overall corridor program provides for three categories of improvements. The toolbox is provided in Table 9 (Bicycle Improvements), Table 10 (Pedestrian Improvements), and Table 11 (Transit/Other Improvements), and includes discussions of the benefits and challenges of providing each type of improvement.

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Table 9: Improvements Toolbox – Part 1

BICYCLE FACILITIES		
Class I Bikeway (Bike Path)  <i>Source: Google Maps</i>	Benefits: - Dedicated bicycle facility. - Encourages recreational cycling over longer distances and with less interaction with vehicles.	Challenges: - Requires space allocation next to a roadway or on separate right-of-way. - Requires special crossings and/or controls at roadways.
Class II Bikeway (Bike Lane)  <i>Source: Google Maps</i>	Benefits: - Safer cycling environment on main streets without need to share lanes. - Increased cyclist visibility with dedicated lanes.	Challenges: - Space constraints could potentially require removal of on-street parking or traffic lanes for implementation. - Bicyclists can be placed within door zone of adjacent parked vehicles.

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BICYCLE FACILITIES		
Class III Bikeway (Bike Route)  <i>Source: Google Maps</i>	Benefits: - Cost-effective solution with the use of existing roadway lanes. - Can define best route between two dedicated lane/path cycling facilities.	Challenges: - Relies on shared lanes and is not ideal for roadways with higher vehicle speeds and/or volumes.
Class IV Bikeway (Separated Bike Lane)  <i>Source: Paul Krueger - Flickr</i>	Benefits: - Enhanced cyclist safety; provides greater distance from parallel vehicle lanes. - Provides a physical barrier between bicyclists and drivers.	Challenges: - Requires space and infrastructure investment. - Can require special maintenance to clean divided bicycle travel area.

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BICYCLE FACILITIES		
Bicycle Boulevard  <i>Source: City of Santa Ana</i>	Benefits: - Improves the bicycling environment for all ages of riders by reducing vehicle speed and volume. - Provides a corridor bike route with higher comfort levels than a main/arterial road. - Prioritizes bicycling along route.	Challenges: - Existing vehicle travel can be slowed or redirected, depending on the intensity of traffic calming measures. - Effects on on-street parking supplies, and the effects on traffic flow and potential diversion to other roadways must be analyzed.
Green Colored Pavement  <i>Source: Transpo Industries</i>	Benefits: - Greater visibility of the bicycle lane along roadway and across conflict points. - Discourages illegal parking in the bicycle lane.	Challenges: - Maintenance of paint color. - Driver awareness of color meaning.
Intersection Treatments for Bicyclists  <i>Source: Momentum Magazine</i>	Benefits: - Enhanced cyclist visibility and safety at intersections. - Provides dedicated travel lanes, crossing paths, and waiting areas.	Challenges: - Requires proper signage, roadway striping, new raised medians, and potentially traffic signal modifications.

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BICYCLE FACILITIES		
Bicycle Parking  <i>Source: Google Maps</i>	Benefits: - Encourages cycling when combined with corridor facilities. - Provides convenient storage for bicycles for local walking trips.	Challenges: - Maintenance must be frequent enough to encourage use. - Space allocation within sidewalk area for equipment and access.

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Table 10: Improvements Toolbox – Part 2

PEDESTRIAN FACILITIES		
Sidewalks  <i>Source: County of Los Angeles</i>	Benefits: - Provides access between multiple uses. - Increased accessibility for all. - Promotes walking and exercise.	Challenges: - Maintaining adequate width with potential obstacles including poles and street trees. - Gaps may exist in network to and from adjacent neighborhoods.
High Visibility Crosswalks  <i>Source: Google Maps</i>	Benefits: - Improved visibility for approaching drivers and improved yielding behavior. - Proper use of materials can provide high reflectivity at night.	Challenges: - Alignment of striping with typical vehicle wheel tracks can cause excessive wear. - Obstructions such as trees and parked vehicles or trucks can reduce the visibility benefit.

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PEDESTRIAN FACILITIES		
Curb Ramps  <i>Source: Kalban Inc.</i>	Benefits: - Improved accessibility for all pedestrians including those with strollers or wheelchairs.	Challenges: - Construction may require temporary disruptions to pedestrian access. - Physical constraints may prohibit the application of typical configurations.
Leading Pedestrian Intervals  <i>Source: Federal Highway Administration</i>	Benefits: - Enhanced pedestrian safety thru reduced conflict duration with turning vehicles at the crosswalk. - Increased likelihood of motorists yielding to pedestrians.	Challenges: - May slightly increase peak traffic delay. - Creates a change in typical traffic signal progression and may involve some driver adjustment.
Pedestrian Push Buttons  <i>Source: Grid Engine</i>	Benefits: - Is familiar to pedestrians. - Can include crossing rules to provide education. - Can provide visual and audible verification that pedestrian crossing request has been activated.	Challenges: - Long signal cycles and long pedestrian wait times can reduce pedestrian reliance on the push button equipment.

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PEDESTRIAN FACILITIES		
Pedestrian Refuge Islands  Source: Los Angeles County	Benefits: - Allows pedestrians to focus on one direction of traffic at time and creates a safe waiting area before the second half of crossing. - Increased safety and visibility for pedestrians; improved crossing experience. - Provides resting areas for seniors, persons with disabilities, children.	Challenges: - May require space reallocation. - May affect left-turn lane pockets at intersections or center left-turn lane flow at mid-block locations.
Sidewalk Extensions  Source: Google Maps	Benefits: - Reduced pedestrian crossing distance; improved pedestrian safety; potential for other amenities to be added within extension area.	Challenges: - Requires curb modifications, may affect parking availability. May affect access by larger vehicles to cross-streets. - May affect intersection approach, travel lane widths, and bus stop locations.
Shade Trees  Source: Google Maps	Benefits: - Aesthetic improvement and can contribute to corridor theme uniformity. - Provides shade for pedestrians on sidewalk.	Challenges: - Planning and maintenance needed - Potential impact to sidewalk space. - Potential visibility effect on adjacent business facades.

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PEDESTRIAN FACILITIES		
Mid-block Crossings with Warning Lights  Source: Google Maps	Benefits: - Safer mid-block crossings where there are no traffic controls - Provides a convenient crossing for pedestrians when other crossing opportunities are distant. - Can include sidewalk extensions and refuge islands for improved pedestrian comfort and safety.	Challenges: - Can affect traffic flow to and from nearby traffic signals. - Can conflict with vehicle turning movements to and from nearby land uses.
Pedestrian Hybrid Beacons  Source: Google Maps	Benefits: - Provides a clear and highly visible indication to drivers that pedestrians are crossing. - Can significantly increase driver compliance with stopping for crossing pedestrians.	Challenges: - Both pedestrians and drivers may need to be educated about how to use and respond to signals. - Costs can be similar to a traffic signal for installation and maintenance.

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Table 11: Improvements Toolbox – Part 3

TRANSIT/OTHER FACILITIES		
Lighting  Source: Best LED Group	Benefits: - Proper lighting enhances the overall aesthetic appeal, which is inviting for pedestrians and visitors. - Lighting increases visibility for pedestrians and bicyclists, promoting safer conditions.	Challenges: - Regular maintenance is essential. - Excessive or misdirected lighting can contribute to light pollution, which may have negative impacts.
Wayfinding Signage  Source: Google Maps	Benefits: - Clear signage can help drivers and reduce the congestion caused by drivers searching for a destination. - Can enhance visitor experience by aiding the exploration of key attractions and amenities.	Challenges: - Signs must be maintained to remain effective. Faded or damaged signs can affect image. - Poorly designed or inconsistent signage can confuse travelers.

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TRANSIT/OTHER FACILITIES		
Transit Benches and Shelters  <i>Source: County of Los Angeles</i>	Benefits: - Provides a waiting experience that is more comfortable for transit users. - Can encourage the use of public transit.	Challenges: - Regular maintenance is needed to ensure they remain clean and in good condition. - Identifying suitable locations, considering space and accessibility, can be a challenge in some areas.