

# **Glenoaks Boulevard**

**Geneva Street to Central Avenue**

**Community Open House**

**February 22, 2024**



# Project Background

- 2012: Bicycle Transportation Plan (BTP), adopted by City Council, recommended the implementation of roadway repurposing to accommodate improved bicycle facilities
- 2014: Glenoaks Boulevard between Geneva Street and Pacific Avenue was slurry sealed as a preventative maintenance measure
- 2024: Glenoaks Boulevard due for a complete street redesign and it is Council's direction and Department policy to implement safety improvements on City's roadways during the repaving operations of a roadway that begins a new pavement service life



# A Safer Glenoaks Blvd for Everyone

The proposed improvements for the segment of Glenoaks Boulevard between Central Avenue and Geneva Street present opportunities for reducing vehicle speeds and collisions, expanding bicycle facilities to encourage the use of active transportation modes and fostering a safer roadway for all modes of transportation.



# A Safer Glenoaks Blvd for Everyone

Glendale continues to support the trend of increasing bicycle and pedestrian travel locally and strengthen the connection between transportation, environmental sustainability, and public health. The proposed improvements on Glenoaks Boulevard are an important element of a statewide goal to reduce fatalities and serious injury collisions on the roadway and to provide robust multimodal transportation options to everyone, residents and visitors alike.



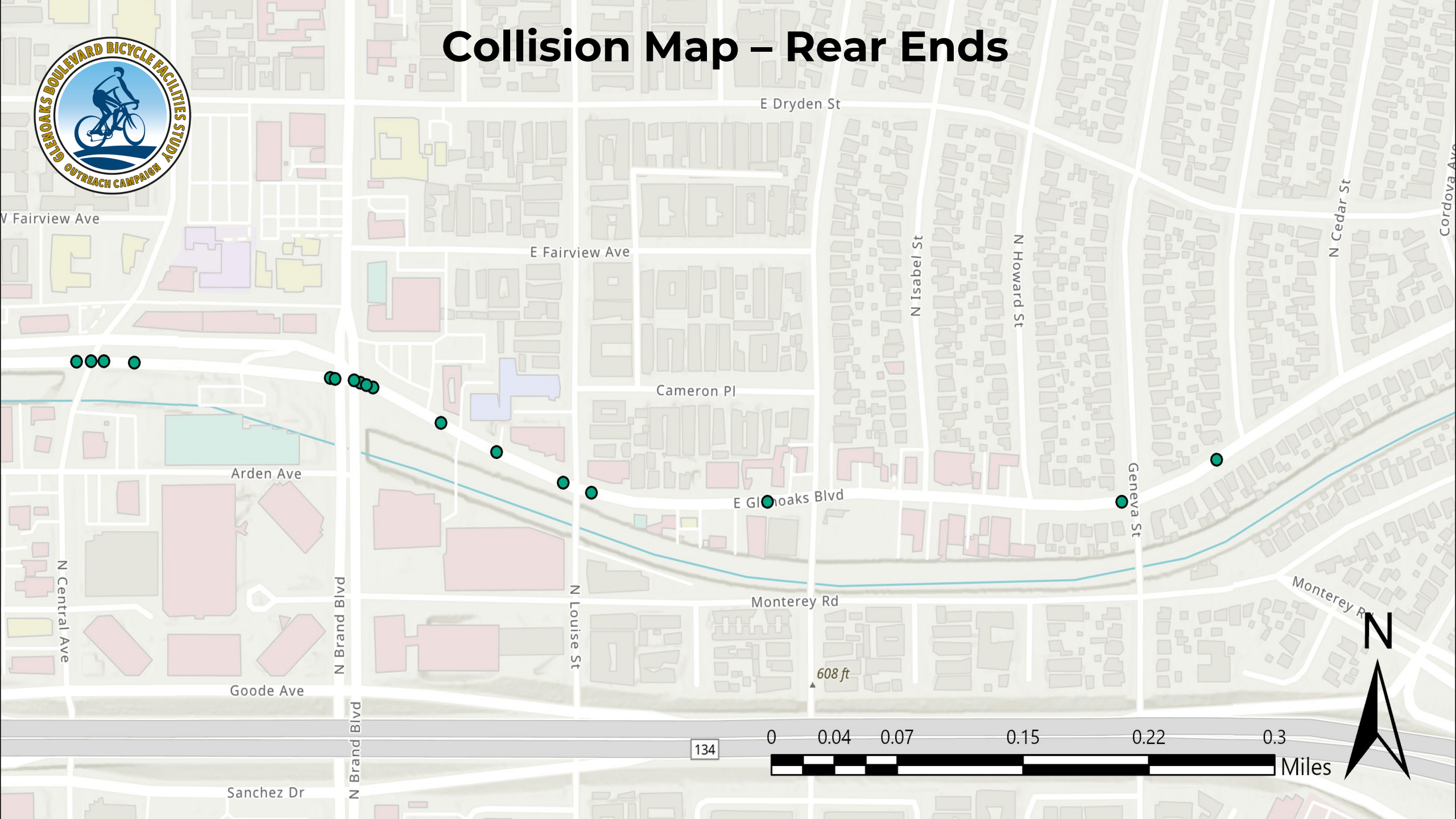


# A Safer Glenoaks Blvd for Everyone

Our goal is to collaboratively explore these alternatives with the community, the Transportation and Parking Commission, and the City Council, to ensure that the chosen path forward aligns with our commitment to safer roadways and more active transportation choices within Glendale.



# Collision Map – Rear Ends





**TABLE 2**  
**Glenoaks Boulevard Rear-End Collision Analysis**

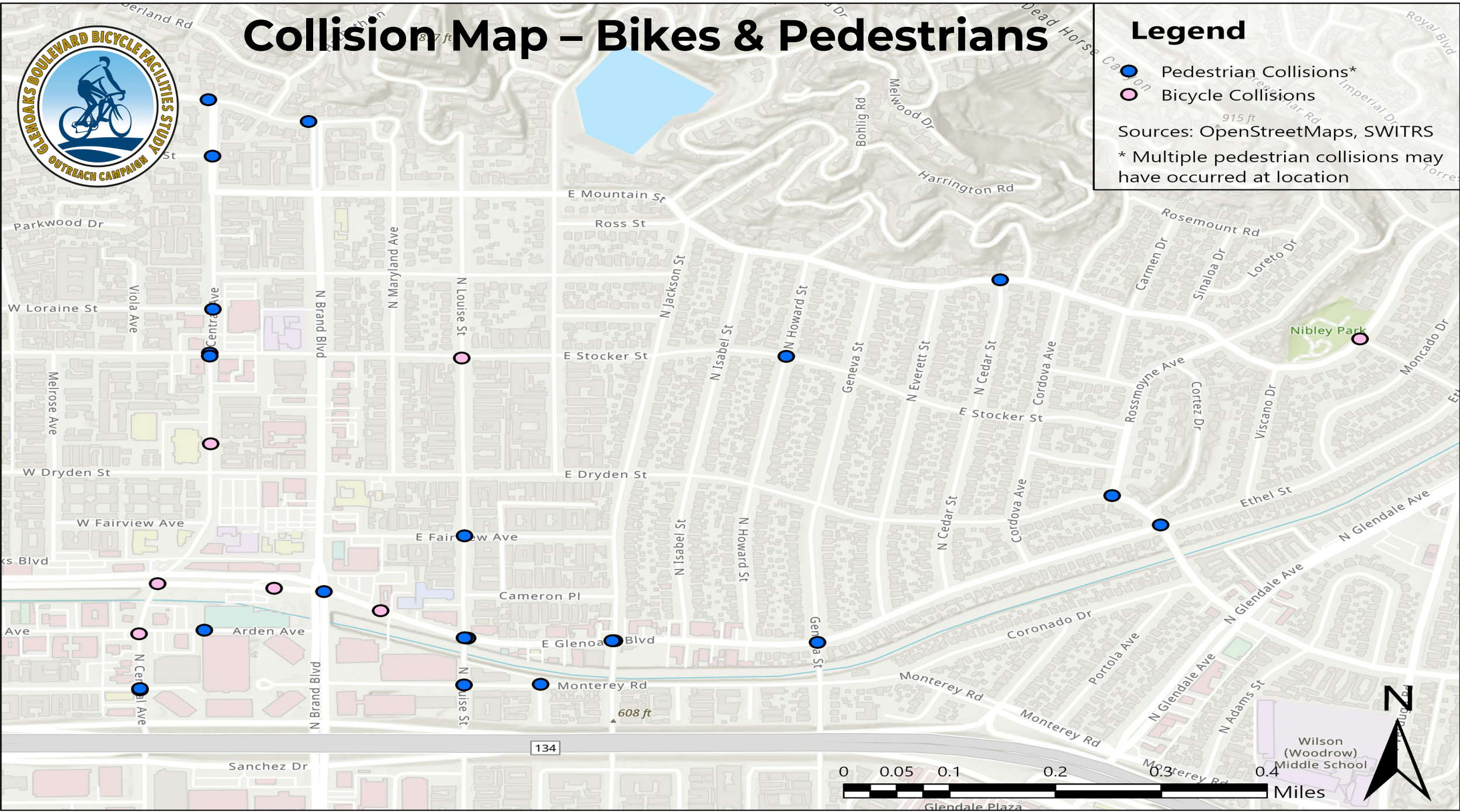
	INTERSECTING STREET						
Year	Geneva Street	Jackson Street	Louise Street	Brand Boulevard	Central Avenue	Total	%
2018	8	4	10	23	7	52	23%
2019	16	0	27	44	29	116	51%
2020	0	0	0	0	0	0	0%
2021	0	0	0	0	19	19	8%
2022	20	0	0	20	0	40	18%
<b>Total</b>	<b>44</b>	<b>4</b>	<b>37</b>	<b>87</b>	<b>55</b>	<b>227</b>	
<b>%</b>	<b>19%</b>	<b>2%</b>	<b>16%</b>	<b>38%</b>	<b>24%</b>		





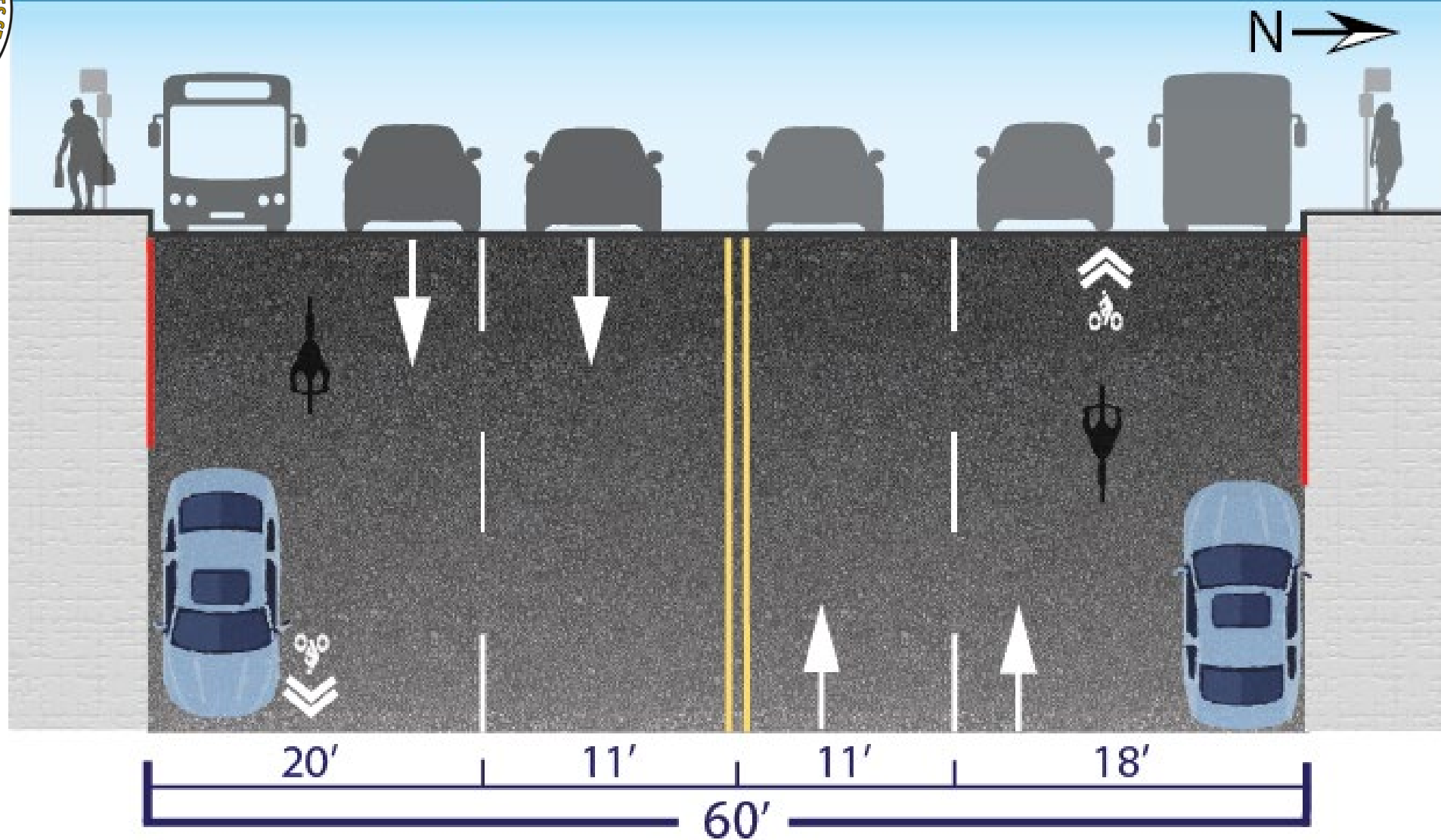
- Pedestrian Collisions\*
- Bicycle Collisions

\* Multiple pedestrian collisions may have occurred at location





# Existing Class III Bike Route with Standard Sharrows





# SEGMENT 1A

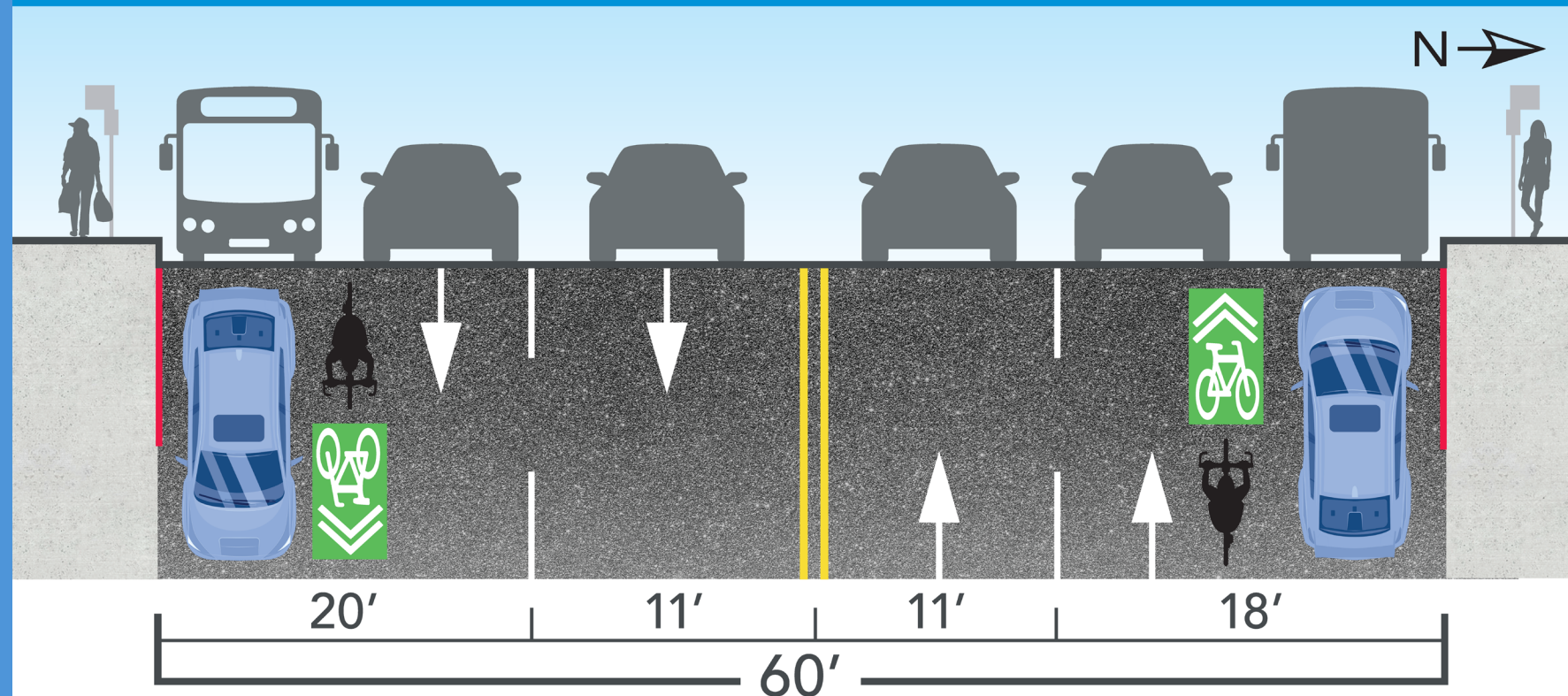
## GLENOAKS BOULEVARD

Geneva Street to Louise Street

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
STUDY OUTREACH CAMPAIGN



**Alternative 1:** Maintain two travel lanes in each direction, maintain Class III bike route with the addition of enhanced green sharrows, maintain on-street parking where available.



# SEGMENT 1A

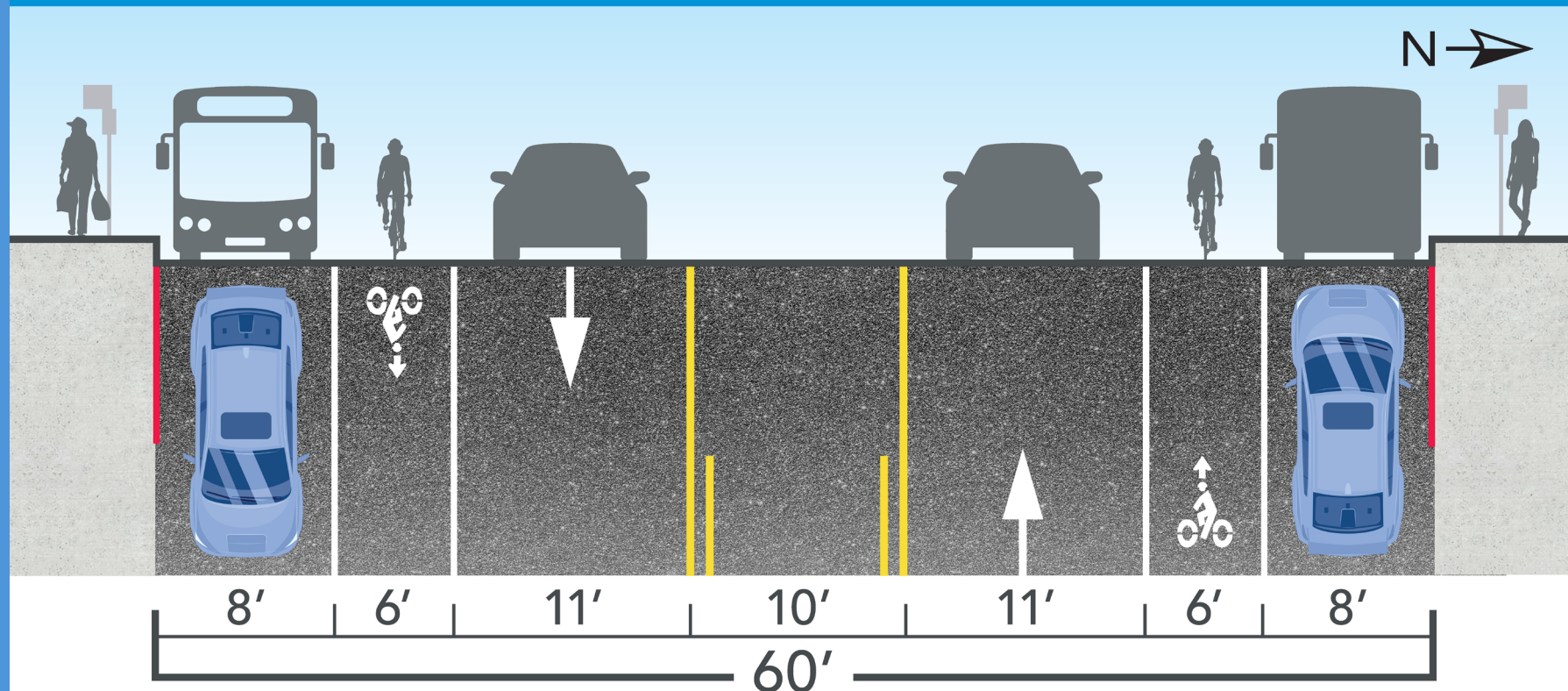
## GLENOAKS BOULEVARD

Geneva Street to Louise Street

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
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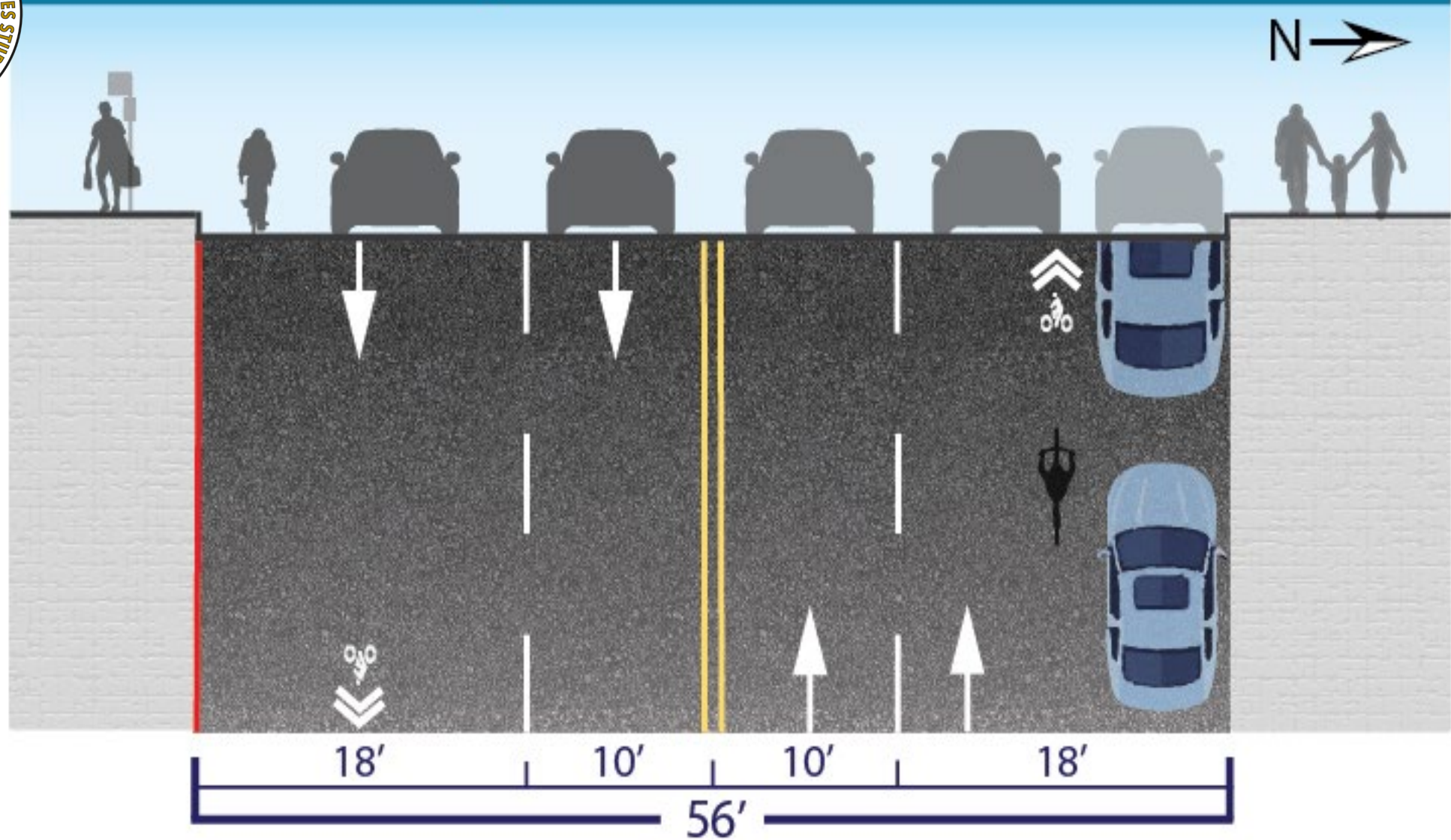
**Alternative 2:** Repurpose one travel lane in each direction, add Class II bike lanes and center two-way left-turn lane, maintain on-street parking where currently available.







# Existing Class III Bike Route with Standard Sharrows







# SEGMENT 1B

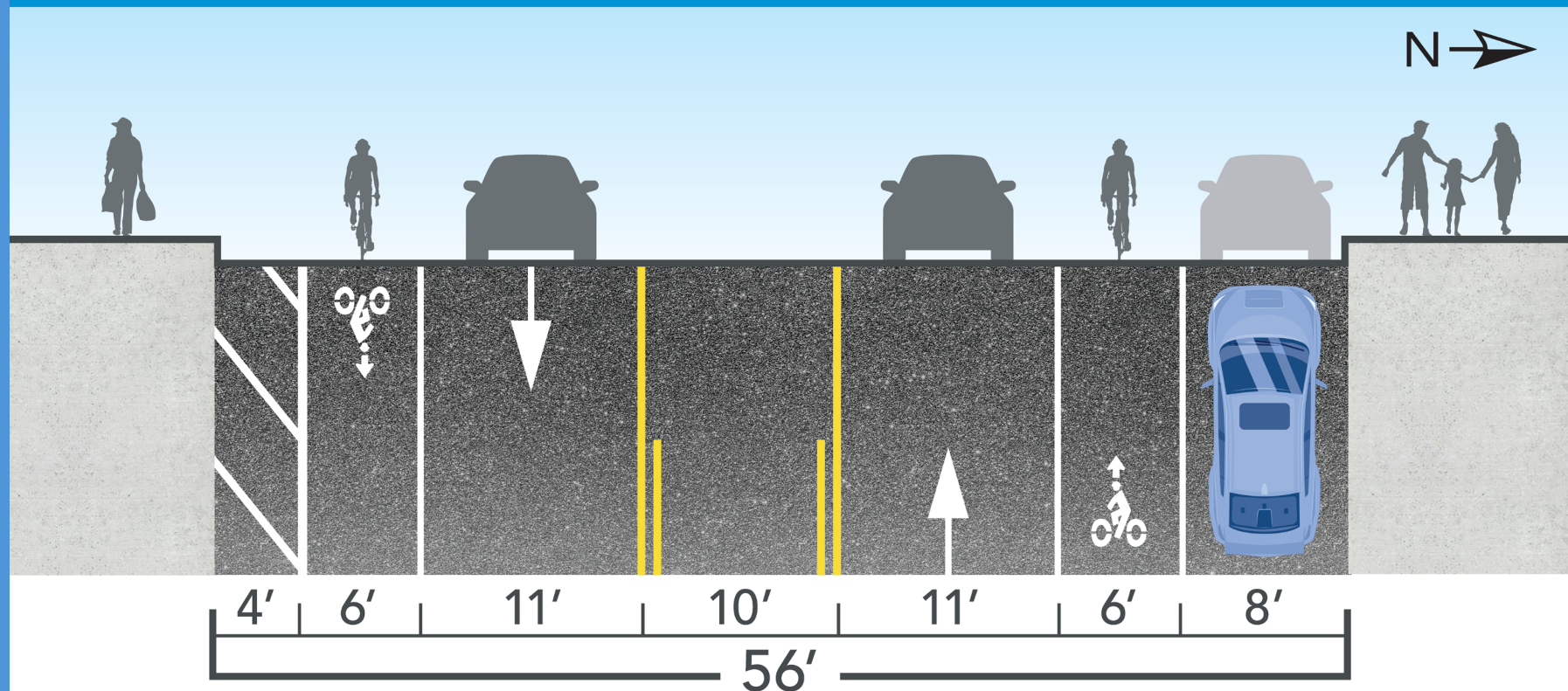
## GLENOAKS BOULEVARD

Louise Street to Brand Boulevard

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
STUDY OUTREACH CAMPAIGN



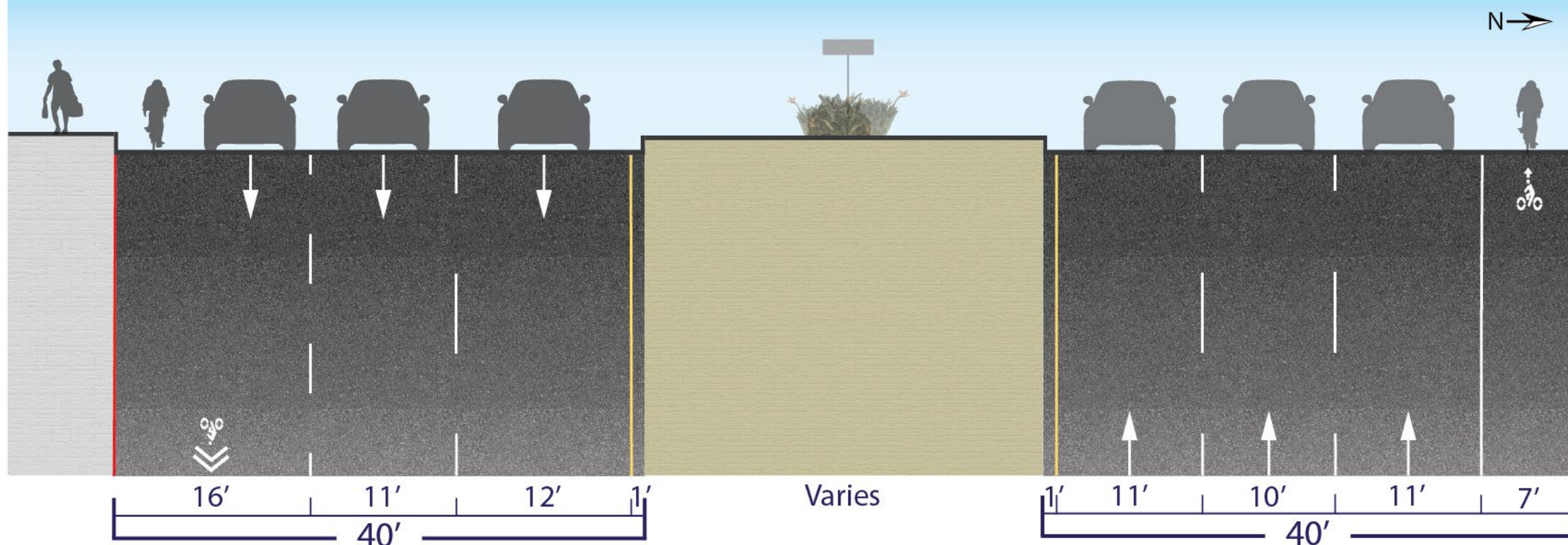
**Alternative 2:** Repurpose one travel lane in each direction, add Class II bike lanes and center two-way left-turn lane, maintain on-street parking where currently available.







## Existing Westbound Class II Bike Lane without Buffer, Eastbound Class III Bike Route with Standard Sharrow



# SEGMENT 2

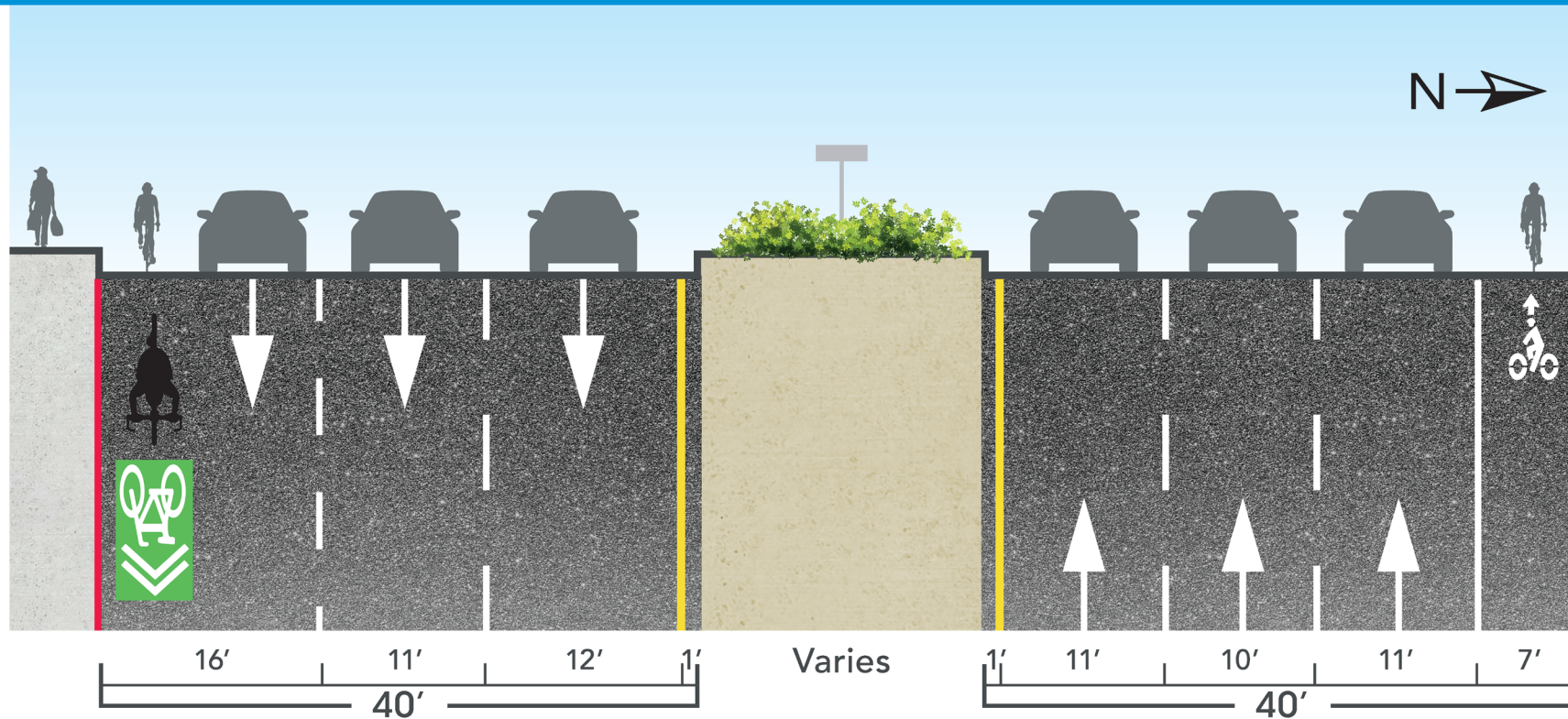
## GLENOAKS BOULEVARD

Brand Boulevard to Central Avenue

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
STUDY OUTREACH CAMPAIGN



**Alternative 1:** Maintain three travel lanes in each direction, maintain Class II bike lane in westbound direction, maintain Class III bike route in eastbound direction with addition of green sharrows, no parking on both sides.





# SEGMENT 2

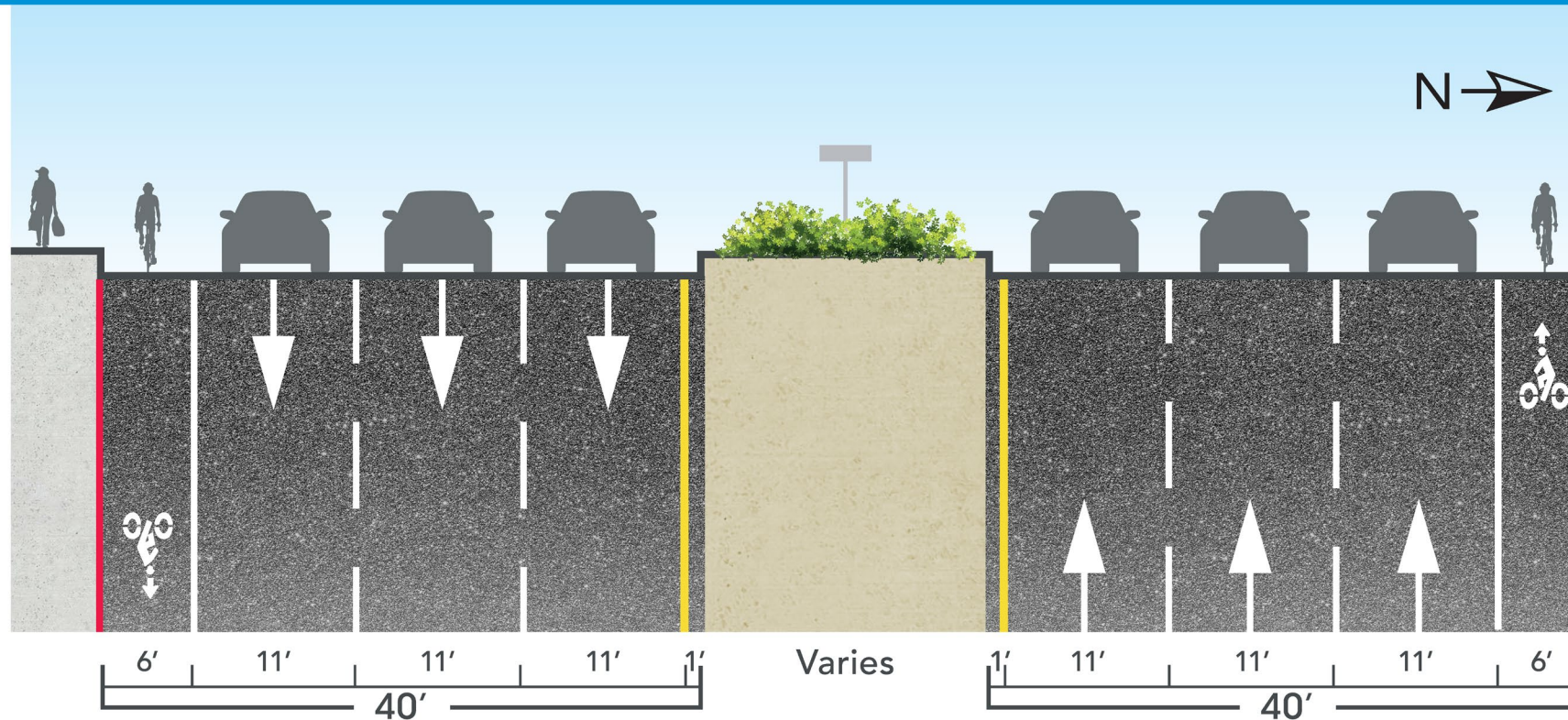
## GLENOAKS BOULEVARD

Brand Boulevard to Central Avenue

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
STUDY OUTREACH CAMPAIGN



**Alternative 2:** Maintain three travel lanes in each direction, maintain Class II bike lane in westbound direction, add Class II bike lane in eastbound direction, no parking on both sides.



# SEGMENT 2

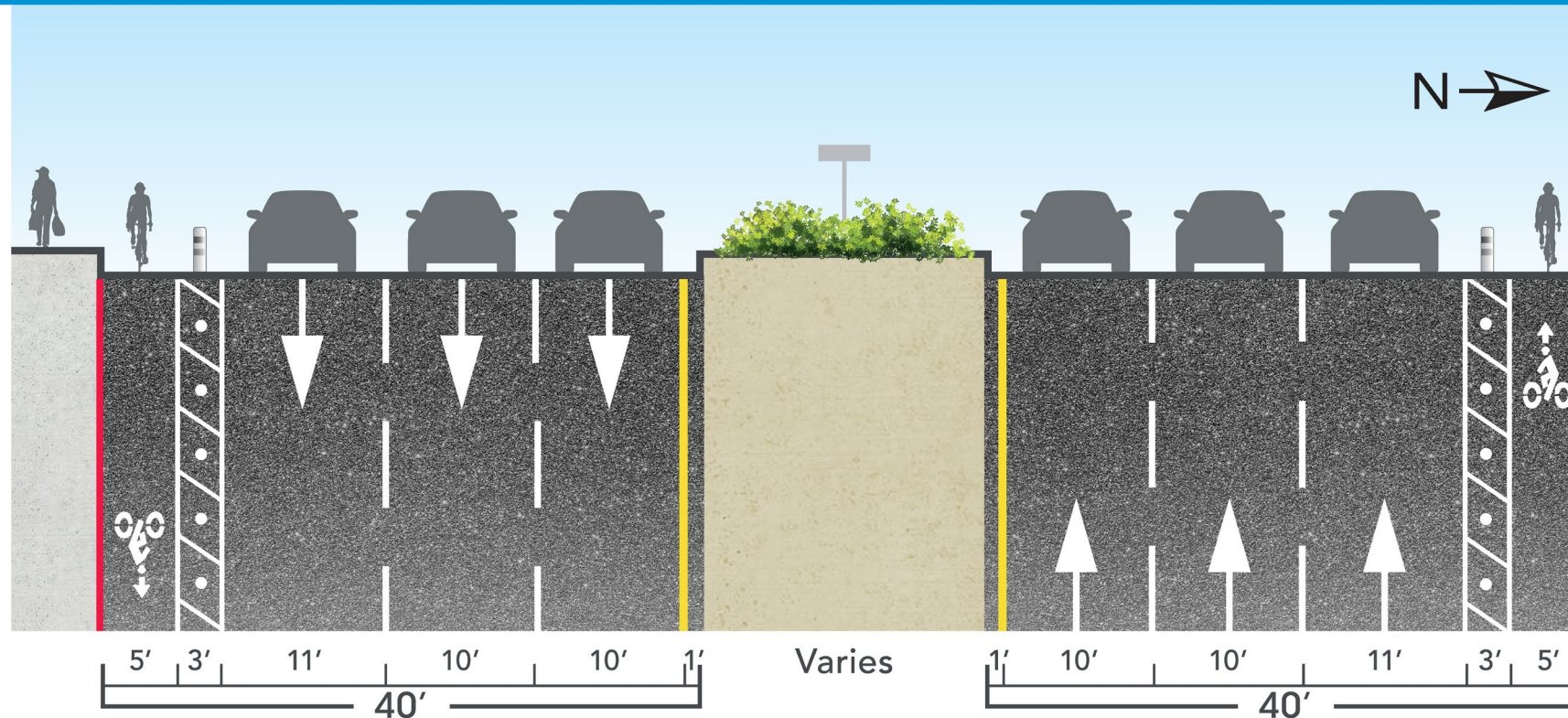
## GLENOAKS BOULEVARD

Brand Boulevard to Central Avenue

GLENOAKS BOULEVARD  
BICYCLE FACILITIES  
STUDY OUTREACH CAMPAIGN



**Alternative 3:** Maintain three travel lanes in each direction, add Class IV separated bike lanes in both directions, no parking on both sides.







# A Safer Glenoaks Blvd for Everyone

## Next Steps:

- Complete Survey #1 before 2/23/24
- Complete Survey #2 before 3/15/24
- Submit Questions/Comments to staff
- Transportation and Parking Commission Discussion 3/25/24
- City Council Discussion shortly thereafter (date pending)

**BRAND BLVD. TO  
GENEVA ST.**

