

Mayor Zareh Sinanyan
City of Glendale
613 East Broadway, Suite 200
Glendale, CA 91206

March 9, 2015

RE: San Fernando Council of Governments Mobility Matrix

Dear Mayor Sinanyan and City Council Members,

Walk Bike Glendale is pleased to see that several important bicycle and pedestrian projects have been included in the San Fernando Council of Governments (SFVCOG) [Mobility Matrix](#) (which includes projects from Burbank, Glendale, Santa Clarita, and Los Angeles), including bicycle projects from the Bicycle Master Plan and pedestrian bridges over the 134 Freeway. The Mobility Matrix will be used by Metro to determine the projects included in a possible 2016 transportation sales tax for the county of Los Angeles and in the next Long Range Transportation Plan for 2017-2045. This represents possibly the most important opportunity of our lifetimes to set aside adequate funding for bicycling and walking infrastructure projects and programs.

Given Glendale's poor track record of pedestrian and bicycle collisions, and the need to further encourage these modes with the added density that is coming to downtown Glendale, we believe more funding should be set aside for future projects. Currently, only 1% of the funding (\$290M-\$480M of the total expected \$23B -\$40B) in the mobility matrix is set aside for bicycle and pedestrian projects despite the fact that:

- Each year over 100 pedestrians and 50 bicyclists are injured or killed on Glendale streets in motor vehicle related collisions (38% of fatalities and 16% of injuries according to SWITRS).
- Glendale continues to rank 1st in CA for pedestrian collisions involving a senior citizen (over 65 according to OTS).
- 19% of all trips in Los Angeles County are accomplished by walking and bicycling (NHTS).
- 36% of school children walk or bicycle to school in Los Angeles County (NHTS).

We would also, like to remind the council that over the past year there have been numerous tragic incidents on our streets that have led to the deaths of our fellow citizens. We believe that more must be done to improve traffic safety for all of our road users, especially our vulnerable road users who walk and bicycle. **Therefore we humbly request that you direct staff to include additional funding for pedestrian and bicycle improvements and programs in the SFVCOG Mobility Matrix.**

Specifically, we believe the following programs and projects should be included for funding:

- *City Bicycle, Pedestrian and Safe Routes to School Coordinator:* We believe that given the number of bicyclists and pedestrians injured in the City every year, a permanent staff person hired to address these issues and promote children walking safety to and from school will help alleviate traffic congestion and improve safety. Furthermore, this staff person can also ensure the City is able to apply for and spend additional grant funding from the state Active Transportation Program and other sources. (\$250K/Year x 28 years = \$7 Million)
- *Ongoing Traffic Safety Education Programs:* We believe that the City should dedicate funding on an annual basis for advertising and outreach activities aimed at improving traffic safety. These would include media purchases, expanded safety educational opportunities, and enforcement capabilities. (\$300K/Year x 28 years = \$8.4 Million)
- *Pedestrian Safety Improvements:* The City has recently received a grant from the state Active Transportation Program to develop a Pedestrian Master Plan. While this plan is not yet finished, it will require funding to implement improvements such as curb extensions, improved crosswalks, and programmatic activities. Funding for this implementation should be included in the Mobility Matrix. (\$60 Million)
- *Long Term Bicycle Projects:* While much of the current Bicycle Master Plan is included in the Mobility Matrix, we expect that in the future separated bikeways and a bicycle sharing system will be pursued. These types of improvements are much more expensive than sharrows and bicycle lanes. Therefore we believe the City should include additional funding for the future years of the plan to ensure these projects can be completed. (\$50 Million)

Finally, the proposed Mobility Matrix includes a number of important transit projects. Walk Bike Glendale fully supports these projects and believes that



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these investments will be strengthened by safe pedestrian and bicycle networks that support first and last mile trips. Currently in Los Angeles, [82% of bus and 64% of rail passengers](#) connect to transit by walking and biking.

By considering both the current and future funding needs for pedestrians and bicyclists, you can take an important step to ensuring a legacy of safety for Glendale. We are happy to meet with you to discuss these ideas and other alternatives.

Best regards,

Steven Nancarrow
2015 Chair
Walk Bike Glendale
srnancarrow@gmail.com

CC: Scott Ochoa, Roubik Golanian, Jaime Rojas

We the undersigned residents of the City of Glendale support increasing funding for bicycling and walking projects and programs and request that the projects included in the attached letter be added to the San Fernando Valley Council of Governments Mobility Matrix.

[SIGN ON HERE](#)

(Signatures will be added after circulation is complete)