

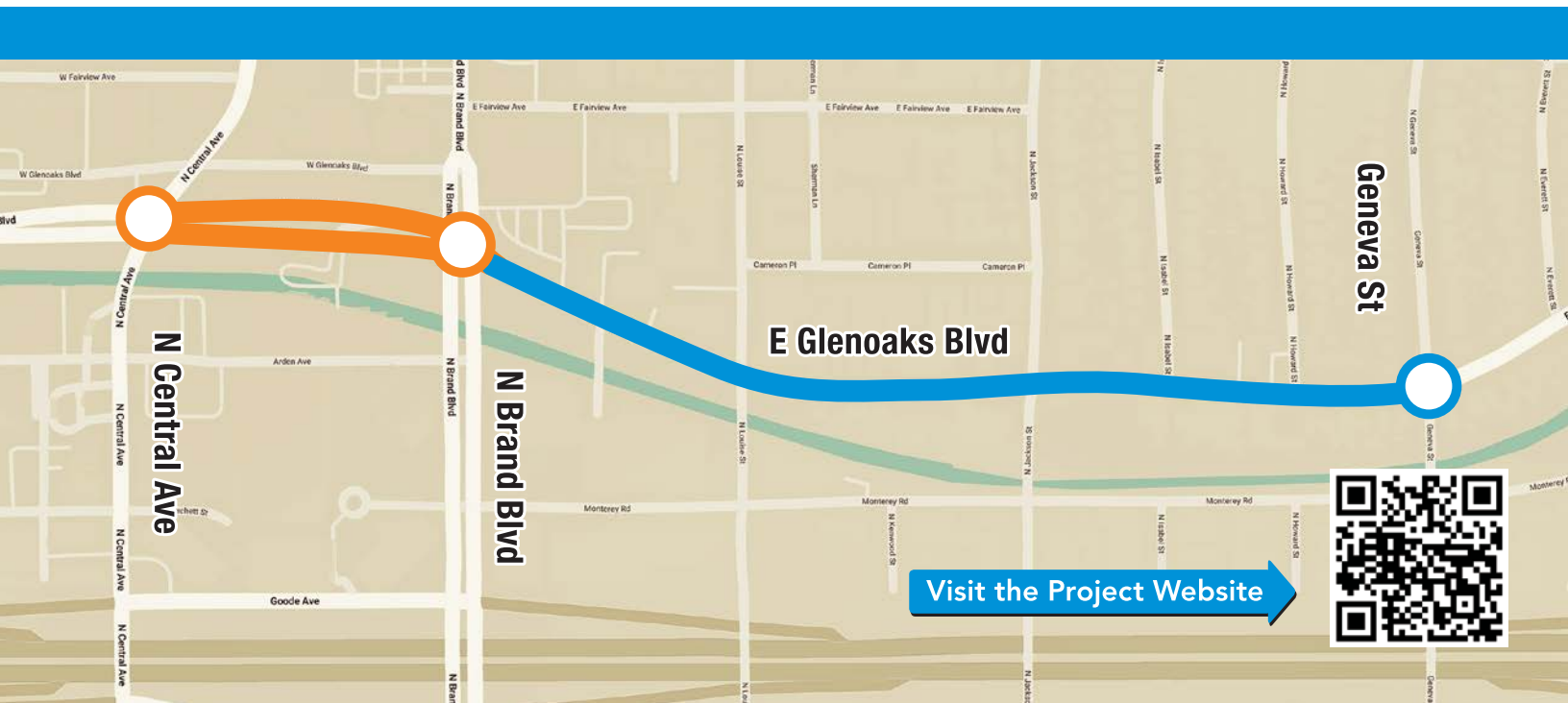


GLENOAKS BOULEVARD BICYCLE FACILITIES STUDY OUTREACH CAMPAIGN

PROJECT OVERVIEW

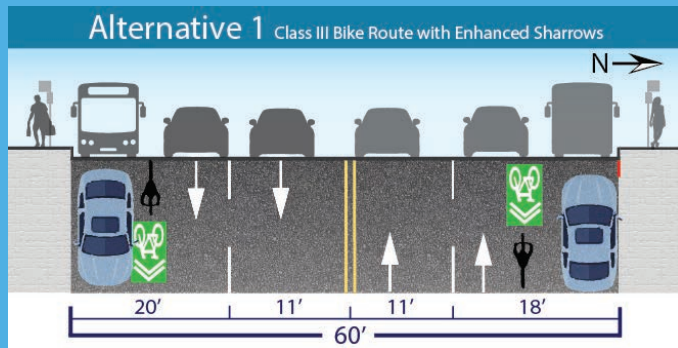
The proposed improvements for the segment of Glenoaks Boulevard between Central Avenue and Geneva Street present opportunities for reducing vehicle speeds and collisions, expanding bicycle facilities to encourage the use of active transportation modes and fostering a safer roadway for all modes of transportation.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

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.

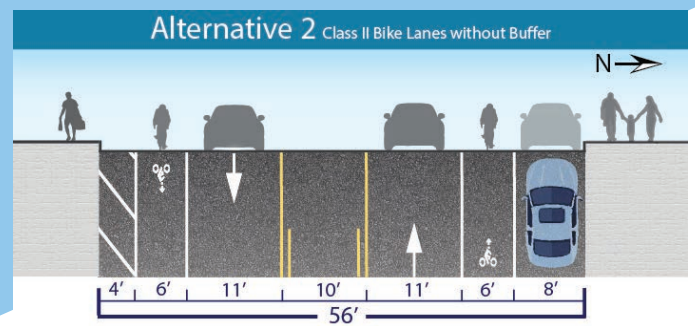
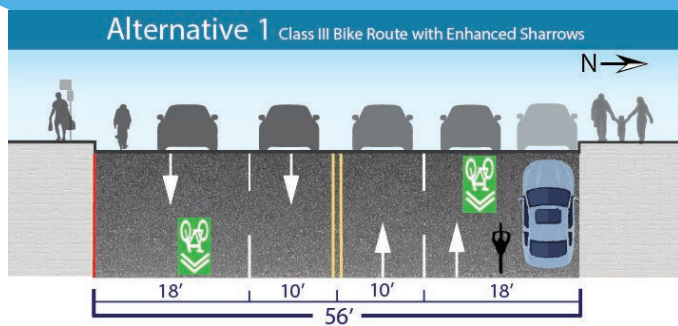
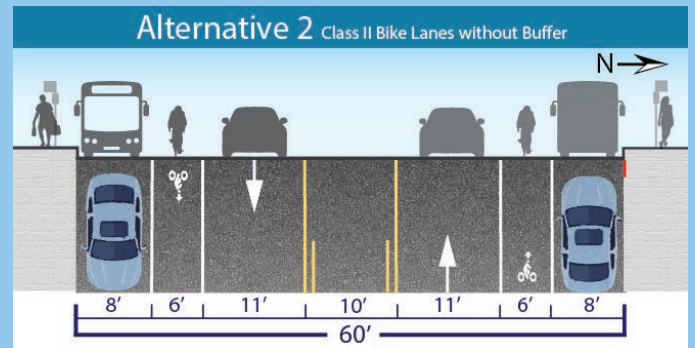


SEGMENT 1: GLENOAKS BOULEVARD - GENEVA STREET TO BRAND BOULEVARD

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.

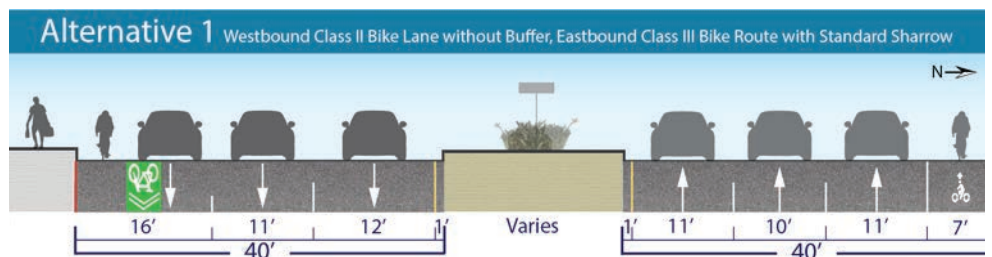


Alternative 2: Repurpose one travel lane in each direction, Add Class II bike lanes and center two-way left-turn lane, maintain on-street parking where currently available.

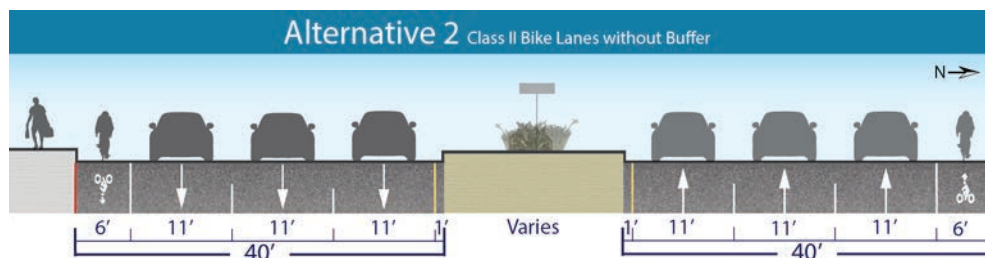


SEGMENT 2: GLENOAKS BOULEVARD - CENTRAL AVENUE TO BRAND BOULEVARD

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.



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.



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

