Introduction to Mobility

The Mobility Element provides the framework for decisions concerning the City's multimodal transportation system, which includes vehicular, public transit, bicycle, pedestrian, and rail modes of travel, plus parking, goods movement, and recent trends in transportation services such as micromobility. The Mobility Element builds on the City's recent transportation planning efforts such as the Bicycle Transportation Plan and the Citywide Pedestrian Plan. The Mobility Element also provides for coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), which serves as the coordinating agency for transportation funding for Los Angeles County and strives to help plan a better street environment for all types of users, as exemplified by the LA Metro Complete Streets Policy.

State law (California Government Code Section 65302(b)) mandates that the Mobility Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. The Mobility Element reflects the City's desire to provide for complete streets, transit, bicycle, and pedestrian facilities in Glendale. The Mobility Element also furthers the City's aspirations to support the success of regional transit service in Glendale and to support the application of forward-thinking transportation technologies and best practices in the City.

Organization of Element

The Mobility Element will address each of the topics below as they relate to Glendale. The goals, policies, and actions of this element are organized around the following topics:

- Complete Streets
- Walking and Bicycling
- Public Transit, Ridesharing, and Carpooling
- Existing and Future Local and Regional Traffic Demand
- Environmental Health and Air Quality
- Parking
- Goods Movement

The goals, policies, and actions in this element address the proposed network of facilities to accommodate the needs of vehicles, walking, bicycling, public transit, ridesharing, goods movement, and other travel modes. Topics identified by State law that are not relevant to Glendale include military airports and ports.

Contents:

How to Read the Mobility Element

The Mobility Element contains a brief introduction, goals with related policies, and specific actions that the City will undertake to accomplish identified goals.

For policies and actions to be effective, they need to be clearly defined. However, they may range in terms of commitment of resources, importance, and expected results. Therefore, it is important to understand the distinctions between various levels of policy and implementation action when interpreting and applying this Mobility Element.

Goals: A goal in the General Plan is the broadest statement of community values. Goals are generalized ideals which provide a sense of direction for action. They are overall statements of desired future conditions.

Policies: The essence of the Mobility Element is contained within its policies. Policies are statements which further refine the goals and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision makers, not decisions themselves.

Actions: The associated implementation actions define the procedure, implementation technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy.

The following is a list of common terms used in policies and implementation actions, along with guidance on how to interpret their meanings in relation to the significance, resource allocation, and expected outcomes of the policies and actions. In cases where other terms are used (and not defined below), an equivalent to the closest applicable term can be used.

- Shall: Absolute commitment to the policy or action and indicates that the policy must be adhered to in all cases.
- Should: Policy or action will be followed in most cases, but exceptions are acceptable for good reasons.
- Encourage: Policy or action is highly recommended and/or desired and should be pursued when feasible.
- Allow: Policy or action will be supported within certain parameters and certain guidelines.
- Coordinate: Policy or action will occur in conjunction with another entity, and the City will carry its share of the responsibility.
- Explore: Effort will be taken to investigate the subject at hand, to discover whether or not further commitment is relevant.
- Consider: Policy or action may or may not be followed, depending upon the results of analysis that will be completed.
- Limit: Effort will be taken to keep the subject within certain limits or will at least make undesired change more difficult.
- Restrict: Effort will be taken to keep the undesired action to a minimum.

The following is a list of additional terms used in goals, policies, and actions within the Mobility Element. Other key terms related to mobility are defined in callout boxes throughout this Element.

- Americans with Disabilities Act (ADA): The ADA is a federal civil rights law to protect people with disabilities from discrimination. As it relates to transportation, the ADA guarantees people with disabilities equal access to public transportation and requires transportation facilities to be accessible and useable by persons with disabilities.
- Bus Rapid Transit (BRT): BRT is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated bus lanes, transit signal priority, off-board fare collection, elevated platforms, and enhanced stations.
- Carshare: Carshare is a system of automobile rental services intended to substitute for private vehicle ownership. Carshare is usually priced by the hour, with convenient (smartphone-based) pick-up and drop-off procedures.
- First/last mile improvements: First/last mile improvements cover the portion of a person's transit trip from the stop or station to their home, work, or other destination. Safe and convenient walking and bicycling facilities that connect to transit improve the transit rider experience for the full length of the trip and encourage transit use by people of all ages and abilities.
- Goods movement facilities: Goods movement (or freight) facilities consist of the roads, rail lines, water routes, and supporting facilities for moving goods between airports, water ports, and other destinations. In Glendale, goods movement facilities for trucks include arterial streets that connect to regional freeways, which themselves are Surface Transportation Assistance Act (STAA) official truck routes as part of the state highway system. In addition, rail goods movement is also accommodated through Glendale, sharing facilities with passenger rail service.
- Intelligent transportation systems (ITS): ITS consists of the integration of advanced communications technologies into the transportation infrastructure and in vehicles in order to improve transportation safety and mobility and enhance productivity.
- Micromobility: Micromobility refers to small, low-speed, human- or electric-powered transportation devices, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.
- Microtransit: Microtransit is a technology-enabled service that uses multi-passenger vehicles to provide flexible, on-demand services without fixed routing. These services are traditionally provided in designated service areas.
- Minimum parking requirements: As laid out in the Municipal Code, minimum parking requirements consist of the minimum number of off-street parking spaces a land use development project must provide, and is usually tied to the use, number of dwelling units (for residential projects) or square feet (for non-residential projects).
- Mobility hub: A mobility hub is a transportation terminal, such as a public transit station, which is designed to integrate multiple travel options including walking, bicycling, rideshare, and/or micromobility. Mobility hubs can include information related to transportation services as well as on-site amenities such as shops and restaurants.
- Park-and-ride: Park-and-ride lots offer a convenient and safe location to transfer from a single passenger vehicle to a local or regional transit bus, carpool, or vanpool.
- Peak commute hours: This refers to the times of day when the demand for transportation services is at its highest, due to people traveling to work (during the weekday morning) or from work (during the weekday afternoon/evening).

- Rideshare: Rideshare refers to carpooling and vanpooling, in which a vehicle carries additional passengers when making a trip, without resulting in additional vehicle miles of travel per person. Carpooling generally uses participants' own automobiles, while vanpooling generally uses rented vans (often supplied by employers, non-profit organizations, or government agencies).
- Traffic calming: Traffic calming consists of roadway design features intended to reduce vehicle traffic speeds and volumes on a particular roadway, improving the walking and bicycling environment.
- Transit priority treatments: Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability.
- Transportation Demand Management (TDM): TDM is a suite of incentives, information, and encouragement programs to reduce the use of single-occupant vehicles and consequently decrease vehicle travel and traffic congestion. These programs help people use modes other than driving and also encourage a shift to driving during off-peak periods. TDM measures may be implemented by governments or employers
- Vehicle miles traveled (VMT): VMT is a measure of the amount of vehicle travel that may be generated by a land use project or within a specific area. It is calculated by multiplying the number of vehicles by distance; one VMT is equivalent to one vehicle traveling on a road for one mile. VMT can also be averaged for the number of residents and/or employees in an area.
- Wayfinding: Directional guidance for road users including bicyclists and pedestrians, including signs, maps, and kiosks.

GOAL M-1 COMPLETE STREETS

A network of aesthetically pleasing complete streets that is sustainable, safe, and accessible for all users.

M-1 Policies

M-1.1 **Complete Streets Network**. Connect communities and provide safe and convenient access to key destinations for all modes and users of all ages and abilities.

M-1.2 **Complete Streets Design**. Apply complete streets design standards to future projects in the public right-of-way and on private property.

M-1.3 **Maintenance**. Maintain the City's transportation network in a manner that preserves usability for all users and modes.

M-1.4 **Sustainability**. Provide a network of complete streets with a suite of multimodal facilities that encourage reduced driving and improved environmental health and air quality.

M-1.5 **Visual Enhancement**. Provide walking, bicycling, transit, and vehicular facilities that visually enhance the streetscape.

M-1.6 **Safety**. Build upon efforts such as the City's Local Roadway Safety Plan by addressing speeding and other safety-related issues through equitable enforcement of regulations and roadway design, including adjusting speed limits.

M-1.7 **Neighborhood Streets**. Discourage cut-through traffic, large trucks, speeding, noise, and other negative effects along the City's neighborhood streets through the City's Traffic Calming Program.

M-1.8 **Multimodal Priority Streets**. Design and maintain a network of priority streets for vehicles, transit, pedestrians, and bicyclists to provide a complete, connected network for all modes.

M-1.9 **Wayfinding**. Maintain a system of wayfinding to/from key destinations that meets the needs of all users and modes.

M-1.10 **Education**. Educate residents on safe walking, bicycling, and driving.

M-1.11 **Public Health**. Support public health by encouraging active lifestyles with increased walking and bicycling for commuting for errands, school, and recreation trips as well as for exercise.

M-1.12 **Street Trees and Landscaping**: Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

COMPLETE STREETS

Complete street networks are designed considering the full range of user abilities and modes. Complete streets may include sidewalks, bike lanes, transit lanes, frequent and quality pedestrian crossing facilities, and other transportation facilities in addition to vehicular travel lanes.

Complete streets are context-sensitive, reflecting the land use and travel needs of users and vehicles at a particular location. While complete streets-sensitive design does not mean that every roadway in the city will have the full suite of multimodal improvements, the City's network should connect communities and provide safe and convenient access to key destinations for all modes and users of all ages and abilities.

M-1 Actions

M-1a Establish a network of multimodal major mobility thoroughfares and collector streets as shown in Figure M-1. Facilitating walking access should be prioritized on both bicycle and transit-priority streets. The street classifications and sub-classifications that form Glendale's multimodal transportation network are described below. Note, treatments, modifications, and dimensions will be evaluated, designed, and reviewed as projects are proposed; this will include being studied for engineering feasibility, operating conditions, and consistency with the City's Roadway Design Policy (RDP) by the Public Works Department.

Major Mobility Thoroughfare: Major mobility thoroughfares (such as Brand Boulevard between Glenoaks Boulevard and Broadway) are the corridors that form the backbone of Glendale's multimodal transportation network; they transport the largest volume of people, vehicles, and goods within and through the city. These streets provide access to freeways, highways, major activity centers, and regional destinations both within and outside Glendale; they also connect freeways/highways and collector streets. Major mobility thoroughfares generally consist of 4 to 6 vehicle lanes (2 to 3 lanes in each direction) and include a landscaped and/or painted median with left-turn pockets or a two-way center left-turn lane.

- **Travel Lanes**: Between 4 and 6
- **Daily Vehicle Volumes**: Up to 36,800 (4 lanes) or 55,300 (6 lanes)[1]
- **Acceptable Operational Volumes:** 32,000 (4 lanes) or 48,350 (6 lanes)
- **Maximum Desirable Speed**: 40mph
- **On-Street Parking**: Curbside parking on both sides of the street (where feasible and consistent with the City's RDP)
- **Bicycle Facilities**: Bike lanes, with improved bike lanes where feasible and consistent with the City's RDP
- **Transit Facilities**: Bus stops and curbside amenities (where transit service is available)
- **Pedestrian Facilities**: Sidewalks with landscaped buffer on both sides of the street

However, as an alternative to vehicle capacity, mobility can also be achieved along Major Mobility Thoroughfares by reallocating street space to other modes. With the implementation of high-quality bicycle facilities and transit treatments, person throughput can be increased on streets designated as Major Mobility Thoroughfare (Bicycle Priority) and Major Mobility Thoroughfare (Transit Priority), as follows:

Major Mobility Thoroughfare (Bicycle Priority): Major mobility thoroughfares that are designated as Bicycle Priority (such as Verdugo Road north of Canada Boulevard)) are streets that achieve significant person throughput with the implementation of both vehicle lanes and context-appropriate high-quality bicycle facilities. On these streets, wider bike lanes with horizontal and/or vertical separation can be achieved through the reallocation or resizing of street elements such as travel lanes, parking lanes, or medians and center left-turn lanes.

- **Travel Lanes**: Between 2 and 4 (depending on bike facility type and available right-of-way)
- **Daily Vehicle Volumes**: Up to 18,300 (2 lanes) or 36,800 (4 lanes)
- **Acceptable Operational Volumes:** 16,000 (2 lanes) or 32,000 (4 lanes)
- **Maximum Desirable Speed**: 30mph
- **On-Street Parking**: Curbside parking (where feasible and consistent with the City's RDP, as part of parking-adjacent buffered bike lanes or parking-separated protected bike lanes)

[1] The daily volume capacities for the street classifications and sub-classifications is based on state of the practice research published by the Transportation Research Board and local traffic patterns.

- **Bicycle Facilities**: Buffered bike lanes or separated bike lanes
- **Transit Facilities**: Bus stops and curbside amenities (where transit service is available)
- **Pedestrian Facilities**: Sidewalks with landscaped buffer on both sides of the street

Major Mobility Thoroughfare (Transit Priority): Major mobility thoroughfares that are designated as Transit Priority (such as Colorado Street east of Pacific Avenue) are streets that achieve significant person throughput with the implementation of both vehicle lanes and high-quality transit service and facilities. On these streets, street space can be reallocated or resized to provide bus-only lanes and/or other transit priority treatments to improve bus transit speed and reliability.

- **Travel Lanes**: Between 2 and 4 (depending on transit priority treatment and available right-of-way)
- **Daily Vehicle Volumes**: Up to 18,300 (2 lanes) or 36,800 (4 lanes)
- **Acceptable Operational Volumes:** 16,000 (2 lanes) or 32,000 (4 lanes)
- **Maximum Desirable Speed**: 35mph
- **On-Street Parking**: Curbside parking (excluding corridors with transit-only lanes)
- **Bicycle Facilities**: Bike lanes, with improved bike lanes where feasible and consistent with the City's RDP
- **Transit Facilities**: Bus-only lanes or other transit priority treatments (depending on available road space)
- **Pedestrian Facilities**: Sidewalks with landscaped buffer on both sides of the street

Major Mobility Thoroughfare (Bicycle and Transit Priority): On some thoroughfares, both bicycle and transit throughput may be prioritized – for example, streets where City plans identify high-quality bike lanes and where high-quality bus transit services are operated. Major mobility thoroughfares that are designated as Bicycle and Transit Priority (such as Glenoaks Boulevard west of Brand Boulevard) are streets that achieve significant person throughput with the implementation of both vehicle lanes, high-quality bicycle facilities, and high-quality transit service and facilities. On these streets, street space can be reallocated or resized to provide and balance high-quality facilities for multiple priority modes.

- **Travel Lanes**: Between 2 and 4 (depending on bike and transit facility types and available right-of-way)
- **Daily Vehicle Volumes**: Up to 18,300 (2 lanes) or 36,800 (4 lanes)
- **Acceptable Operational Volumes:** 16,000 (2 lanes) or 32,000 (4 lanes)
- **Maximum Desirable Speed**: 30 mph
- **On-Street Parking**: No (curbside space allocated to bike and transit lanes)
- **Bicycle Facilities**: Buffered bike lanes (paired with bus-only lanes) or separated bike lanes (paired with other transit priority treatments)
- **Transit Facilities**: Bus-only lanes or other transit priority treatments (depending on available road space)
- **Pedestrian Facilities**: Sidewalks with landscaped buffer on both sides of the street

Collector Street: Collector streets (such as Chevy Chase Drive east of Glenoaks Boulevard) are the connections between Glendale's major mobility thoroughfares and its local streets; they primarily serve local traffic primarily consisting of the city's residents. These streets link residential neighborhoods to key local destinations and the higher-capacity thoroughfares that provide access to major and regional attractions and destinations. Collector streets generally consist of 2 vehicle lanes (1 lane in each direction) and may include a two-way center left-turn lane depending on the local land use context and available curb-to-curb space.

- **Travel Lanes**: 2
- **Daily Vehicle Volumes**: Up to 12,200 (without center turn lane) or 18,300 (with center left-turn lane)
- **Acceptable Operational Volumes:** 10,675 (without center turn lane) or 16,000 (with center left-turn lane)
- **Maximum Desirable Speed**: 30mph
- **On-Street Parking**: Curbside parking on both sides of the street (where feasible and consistent with the City's RDP)
- **Bicycle Facilities**: Bike route (with sharrows)
- **Transit Facilities**: Bus stops and curbside amenities (where transit service is available)
- **Pedestrian Facilities**: Sidewalks on both sides of the street (where feasible and consistent with the City's RDP)

In addition to vehicle facilities, local mobility can be supported along Collector Streets by reallocating street space to other modes or implementing traffic calming treatments to support the shared use of the street by multiple travel modes. With the implementation of high-quality bicycle facilities and transit treatments, person-throughput can be increased on streets designated as Collector Street (Bicycle Priority) and Collector Street (Transit Priority).

Collector Street (Bicycle Priority): Collector streets that are designated as Bicycle Priority (such as Santa Carlotta Street) are streets that support local person throughput with the implementation of both vehicle lanes and context-appropriate high-quality bicycle facilities. On these streets, bike lanes can be achieved through narrowing travel lanes or reallocating street space from elements such as center left-turn lanes or parking lanes; alternatively, low-stress bike boulevards can be implemented alongside traffic calming treatments to lower vehicle speeds and support the shared use of travel lanes by both vehicles and bicycles.

- **Travel Lanes**: 2
- **Daily Vehicle Volumes**: Up to 12,200 (without center turn lane) or 18,300 (with center left-turn lane)
- **Acceptable Operational Volumes:** 10,675 (without center turn lane) or 16,000 (with center left-turn lane)
- **Maximum Desirable Speed**: 25mph
- **On-Street Parking**: Curbside parking on both sides of the street (where feasible and consistent with the City's RDP)
- **Bicycle Facilities**: Bike boulevard (with traffic calming) or bike lanes
- **Transit Facilities**: Bus stops and curbside amenities (where transit service is available)
- **Pedestrian Facilities**: Sidewalks on both sides of the street (where feasible and consistent with the City's RDP)

Collector Street (Transit Priority): Collector streets that are designated as Transit Priority (such as Columbus Avenue between Broadway and Colorado Street) support local person throughput with the implementation of both vehicle lanes and high-quality transit service and facilities. On these streets, portions of the curb lane can be reallocated to provide high-quality bus stops and treatments to facilitate transit speed and service.

- **Travel Lanes**: 2
- **Daily Vehicle Volumes**: Up to 12,200 (without center turn lane) or 18,300 (with center left-turn lane)
- **Acceptable Operational Volumes:** 10,675 (without center turn lane) or 16,000 (with center left-turn lane)
- **Maximum Desirable Speed**: 30mph
- **On-Street Parking**: Curbside parking on both sides of the street (where feasible and consistent with the City's RDP)

- **Bicycle Facilities**: Bike boulevard
- **Transit Facilities**: Bus stops and transit priority treatments
- **Pedestrian Facilities**: Sidewalks on both sides of the street (where feasible and consistent with the City's RDP)

Local Streets: Local streets (in terms of mileage) make up the largest component of Glendale's street network. These residential streets connect the city's single- and multi-family housing to its collector streets. Local streets facilitate very short trips, since they provide a direct connection to resident trips' start and end points. Given the unique nature of Glendale's many neighborhoods, the specific layouts and dimensions of local streets can vary based on the local context, but vehicle capacity is not prioritized. Traffic calming measures can be used to discourage cut-through traffic from using local streets.

- **Travel Lanes**: 2
- **Daily Vehicle Volumes**: Up to 2,500 vehicles per day
- **Acceptable Operational Volumes:** 2,185 vehicles per day
- **Maximum Desirable Speed**: 25mph
- **On-Street Parking**: Curbside parking on one or both sides of the street (where feasible and consistent with the City's RDP)
- **Bicycle Facilities**: Bike route (with sharrows) or bike boulevard
- **Transit Facilities**: No (unless local service is provided)
- **Pedestrian Facilities**: Sidewalks with landscaped buffer on both sides of the street (where feasible and consistent with the City's RDP)

Signature Streets: Signature Streets are defined by unique identities centered around specialty retail, dining, and other context-driven uses, offering distinct streetscapes and pedestrian-focused facilities and amenities. Unlike Major Mobility Thoroughfares, Collector Streets, and Local Streets, Signature Streets are not a standalone street classification in Glendale, but rather an overlay applied to select corridors with treatments informed by the local context, environment, and character. As such, a street can be both a Signature Street and part of an existing multimodal classification. Street layouts and dimensions are thoughtfully designed to reflect and enhance the surrounding character, and may include branding and elements unique to each corridor. Signature Streets in Glendale consist of Brand Boulevard (Glenoaks Boulevard to Colorado Street), Broadway (Central Avenue to Glendale Avenue), Honolulu Avenue (Verdugo Road to Las Palmas Avenue), and Kenneth Road (Sonora Avenue to Bruce Avenue).

Table M-1 Street Classifications Summary

Street Classification (1)	Description	Number and Typical Width of Travel Lanes (2)	Median or Center Left-Turn Lane Width	Daily Vehicle Volumes	Maximum Desirable Speed	Curbside Parking Lane and Width (3)	Bicycle Facilities	Transit Facilities	Pedestrian Facilities (4) (5)	Traffic Calming Eligibility	Minimum Curb-to-Curb Width / Right-of-Way Width (6)
Major Mobility Thoroughfare	Provide access to freeways, highways, major activity centers, and regional destinations both within and outside Glendale; they also connect freeways/highways and collector streets.	4-6 travel lanes, 10'-11'	10'-14' (based on available right-of-way)	Up to 36,800 (4 lanes) to 55,300 (6 lanes) / acceptable operational volumes of 32,000 (4 lanes) or 48,350 (6 lanes)	40mph	8' curbside parallel parking on both sides of the street (where feasible and consistent with the City's RDP)	Bike lanes where feasible and consistent with the City's RDP	Bus stops and curbside amenities (where transit service is available)	10' sidewalk + parkway with landscaped buffer on both sides of the street		78' / 98' (4 lanes), 102' / 122' (6 lanes)
Major Mobility Thoroughfare (Bicycle Priority)	Streets that achieve significant person throughput with the implementation of both vehicle lanes and context-appropriate high-quality bicycle facilities.	2-4 travel lanes, 10'-11' (depending on bike facility type and available right-of-way)	10'-14' (based on available right-of-way)	Up to 18,300 (2 lanes) to 36,800 (4 lanes) / acceptable operational volumes of 16,000 (2 lanes) or 32,000 (4 lanes)	30mph	8' curbside parallel parking (where feasible and consistent with the City's RDP, as part of parking-adjacent buffered bike lanes or parking-separated protected bike lanes)	9'-12' (including buffers and delineators) buffered bike lanes or separated bike lanes	Bus stops and curbside amenities (where transit service is available)	10' sidewalk + parkway with landscaped buffer on both sides of the street		78' / 98' (with center lane or median), 64' / 84' (without center lane or median)
Major Mobility Thoroughfare (Transit Priority)	Streets that achieve significant person throughput with the implementation of both vehicle lanes and high-quality transit service and facilities.	2-4 travel lanes, 10'-11' (depending on transit priority treatment and available right-of-way)	10'-14' (based on available right-of-way)	Up to 18,300 (2 lanes) to 36,800 (4 lanes) / acceptable operational volumes of 16,000 (2 lanes) or 32,000 (4 lanes)	35mph	10' curbside parallel parking (if feasible on corridors with bus-only lanes and consistent with the City's RDP)	Bike lanes where feasible and consistent with the City's RDP	11' bus-only lanes or other transit priority treatments (depending on available road space)	10' sidewalk + parkway with landscaped buffer on both sides of the street		78' / 98' (with center lane or median), 64' / 84' (without center lane or median)
Major Mobility Thoroughfare (Bicycle and Transit Priority)	Streets that achieve significant person throughput with the implementation of both vehicle lanes, high-quality bicycle facilities, and high-quality transit service and facilities.	2-4 travel lanes, 10'-11' (depending on bike and transit facility types and available right-of-way)	10'-14' (based on available right-of-way)	Up to 18,300 (2 lanes) to 36,800 (4 lanes) / acceptable operational volumes of 16,000 (2 lanes) or 32,000 (4 lanes)	30mph	No (curbside space allocated to bike and transit lanes)	9'-12' (including buffers and delineators) buffered bike lanes or separated bike lanes	11' bus-only lanes or other transit priority treatments (depending on available road space)	10' sidewalk + parkway with landscaped buffer on both sides of the street		78' / 98' (with center lane or median), 64' / 84' (without center lane or median)
Collector Street	Connect residential neighborhoods to key local destinations and the higher-capacity thoroughfares that can connect residents to major and regional attractions and destinations.	2 travel lanes, 11'	12' two-way center left-turn lane (based on local land use context and available space)	Up to 12,200 (without center turn lane) to 18,300 (with center turn lane) / acceptable operational volumes of 10,675 (without center turn lane) or 16,000 (with center left-turn lane)	30mph	8' curbside parallel parking on both sides of the street (where feasible and consistent with the City's RDP)	Bike route (with sharrows) (7)	Bus stops and curbside amenities (where transit service is available)	8' sidewalk + parkway on both sides of the street (where feasible and consistent with the City's RDP)	Individual streets may be deemed appropriate for traffic calming treatments based on features such as a lack of high-quality transit service, significant levels of heavy vehicles, or adjacency to commercial, industrial, and/or higher-density multi-family residential uses.	40' / 56'

Street Classification (1)	Description	Number and Typical Width of Travel Lanes (2)	Median or Center Left-Turn Lane Width	Daily Vehicle Volumes	Maximum Desirable Speed	Curbside Parking Lane and Width (3)	Bicycle Facilities	Transit Facilities	Pedestrian Facilities (4) (5)	Traffic Calming Eligibility	Minimum Curb-to-Curb Width / Right-of-Way Width (6)
Collector Street (Bicycle Priority)	Streets that support local person throughput with the implementation of both vehicle lanes and context-appropriate high-quality bicycle facilities.	2 travel lanes, 11’	12’ two-way center left-turn lane (based on local land use context and available space)	Up to 12,200 (without center turn lane) to 18,300 (with center turn lane) / acceptable operational volumes of 10,675 (without center turn lane) or 16,000 (with center left-turn lane)	25mph	8’ curbside parallel parking on both sides of the street (where feasible and consistent with the City’s RDP)	Bike boulevard (with traffic calming) or 6’ bike lanes	Bus stops and curbside amenities (where transit service is available)	8’ sidewalk + parkway on both sides of the street (where feasible and consistent with the City’s RDP)	Individual streets may be deemed appropriate for traffic calming treatments based on features such as a lack of high-quality transit service, significant levels of heavy vehicles, or adjacency to commercial, industrial, and/or higher-density multi-family residential uses.	50’ / 66’
Collector Street (Transit Priority)	Support local person throughput with the implementation of both vehicle lanes and high-quality transit service and facilities.	2 travel lanes, 11’	12’ two-way center left-turn lane (based on local land use context and available space)	Up to 12,200 (without center turn lane) to 18,300 (with center turn lane) / acceptable operational volumes of 10,675 (without center turn lane) or 16,000 (with center left-turn lane)	30mph	8’ curbside parallel parking on both sides of the street (where feasible and consistent with the City’s RDP)	Bike boulevard (with traffic calming)	Bus stops and transit priority treatments	8’ sidewalk + parkway on both sides of the street (where feasible and consistent with the City’s RDP)	Individual streets may be deemed appropriate for traffic calming treatments based on features such as a lack of high-quality transit service, significant levels of heavy vehicles, or adjacency to commercial, industrial, and/or higher-density multi-family residential uses.	36’ / 56’
Local Street	Residential streets that connect the city’s single- and multi-family housing to its collector streets. Local streets facilitate very short trips, since they provide a direct connection to resident trips’ start and end points.	2 travel lanes, 10’	No	Up to 2,500 / acceptable operational volumes of 2,185	25mph	8’ curbside parallel parking on one or both sides of the street (where feasible and consistent with the City’s RDP)	Bike route (with sharrows) or bike boulevard	None (unless local service is provided)	5’ sidewalks with landscaped buffer on both sides of the street (where feasible and consistent with the City’s RDP)	Local streets may be eligible to undergo traffic calming treatments.	36’ / 46’

Notes:
1) Streets located in mountainous areas with steep grade and constrained right-of-way may require reduced dimensions for some facilities.
2) Travel lanes can be narrowed to 10 feet for some or all lanes depending on truck volumes and the presence of curbside parking or bike lanes.
3) Diagonal or perpendicular on-street parking may be considered should there be sufficient right-of-way and other considerations per the City’s RDP.
4) The combined sidewalk and parkway width can vary within the Downtown Specific Plan (10'-18') and in TOD zones (12'-15'), and could include a required building adjacent zone.
5) Collector Streets in locations with limited right-of-way or mountainous terrain may require exclusion of parkways and/or narrower sidewalks.
6) Local Streets with constrained right-of-way or within hillside areas (e.g., with curb-to-curb width less than 36 feet) may require the exclusion of parkways, narrower sidewalks, limited travel lanes, or reduced street parking capacity.
7) Effective January 1, 2026, per California Senate Bill 1216, bike routes are not permitted on streets with speed limits exceeding 25mph.

M-1b As part of the Community Development Department's development review process, require applicable projects to study their effects on the walking, bicycling, and public transit networks and users (consistent with the City's Transportation Impact Analysis Guidelines) and contribute their appropriate fair share to multimodal transportation network improvements, following adoption of the Transportation Impact Fee.

M-1c Apply Complete Streets principles and national best practices when designing and implementing the City's transportation projects to fulfill the needs of all roadway users and all abilities, appropriate with the surrounding land use and transportation context.

M-1d Continue to work with GUSD and other stakeholders to establish safety education and outreach campaigns and to pursue Safe Routes to School opportunities, encouraging parents and children to walk or bike to schools within the City, paired with education campaigns for drivers.

M-1e Evaluate opportunities to reduce speed limits on residential streets.

M-1f Work with community-based organizations (such as Glendale Healthier Community Coalition and Walk Bike Glendale) to implement outreach and encouragement efforts that encourage residents of all ages and backgrounds to walk and bike for commute and non-commute trips as well as for recreation and exercise.

M-1g Update the City's Neighborhood Traffic Calming Program guidance documentation to focus the implementation of traffic calming measures on Collector Streets where they are appropriate, such as Collector Streets without high-quality transit service, significant levels of heavy vehicles, or adjacency to commercial, industrial, and/or higher-density multi-family residential uses.

M-1h Utilize the City's Roadway Design Policy, which contains minimum and feasible design standards for the City's street network. As roadway modifications or development projects are proposed, conduct engineering feasibility assessments for various multimodal elements as required by the RDP.

M-1i Study the feasibility of implementing alternative roadway network treatments such as one-way couplets in Downtown Glendale and other areas of the City, including potential effects on vehicle operations, multimodal connectivity, and emergency vehicle access. Update the City's RDP as needed to incorporate the findings of this study.

GOAL M-2 ACTIVE TRANSPORTATION: WALKING AND BICYCLING

A safe and comfortable walking, bicycling, and rolling environment that provides access to community destinations for users of all ages and abilities.

M-2 Policies

M-2.1 **Mobility Needs**. Provide sidewalks, crosswalks, curb ramps, and pedestrian traffic signal treatments, including ADA-compliant facilities, that are safe and accessible for users of all abilities.

M-2.2 **Bikeway Network**. Expand current bikeway facilities to form a more comprehensive and complete bikeway network based on the City's Bicycle Transportation Plan and connecting to existing and planned bikeways in adjacent jurisdictions.

M-2.3 **Facility Improvements**. Prioritize pedestrian and bikeway improvements to popular destinations, employment centers, high-quality transit stops, and other areas of high demand.

M-2.4 **Interjurisdictional Coordination**. Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails.

M-2.5 **Business Support**. Encourage businesses to provide easily-accessible active transportation amenities, such as bike parking, for employees and customers.

M-2.6 **Micromobility**. Explore partnerships with LA Metro and other organizations to expand regional shared mobility programs, such as bikeshare and scootershare, into Glendale.

M-2.7 **Freeway Ramps**. Coordinate with Caltrans to improve pedestrian and bicycle facilities at freeway ramps.

M-2.8 **Technology**. Explore ways to use technology to improve pedestrian and bicycle safety and connectivity.

M-2.9 **Off-Street Facilities**. Explore opportunities to provide comfortable off-street active transportation facilities, such as part of the Verdugo Wash initiative and the Garden River Bridge Project.

ACTIVE TRANSPORTATION

Safe, comfortable, and accessible walking, biking, and rolling facilities can help improve mobility for individuals who cannot or choose not to drive to their destinations.

Walking facilities can include sidewalks, trails, bridges, crosswalks, pedestrian signals, and pedestrian lighting. Bicycle facilities can include the following:

Class I Bike Path: An off-street paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bike Lanes: A striped and stenciled lane for one-way bicycle travel on a street. A climbing bike lane supports bicycles traveling uphill slower than other traffic.

Class III Bike Route: A street where the bicyclist shares the right-of-way with motor vehicles. A **Class IIIb bike boulevard** is further designated and designed to prioritize bicycle travel through vehicle speed and volume management.

Class IV Protected Bike Lanes: A bike lane that includes a physical separation from vehicular traffic.

M-2 Actions

M-2a Implement the bicycle and pedestrian improvements as detailed in the City's Bicycle Transportation Plan and Citywide Pedestrian Plan shown in Figure M-2 and Figure M-3, including through incorporating into other plans prepared or reviewed by the Community Development Department, or infrastructure improvements designed or reviewed by the Public Works Department.

M-2b Incorporate state and national best practices when designing and implementing improvements to enhance pedestrian and bicyclist comfort, such as those required by Public Right-of-Way Accessibility Guidelines (PROWAG) and recommended by Caltrans and the National Association of Transportation Officials (NACTO).

M-2c Install secure bicycle parking at City-owned facilities where feasible and warranted; methods to monitor and install bicycle parking as needed include as part of the Community Services & Parks Department's facility maintenance and planning.

M-2d As part of the Community Development Department's development review process, require that new developments:

- Provide project design features that support walking and biking and connect to the City's current and planned walking and biking network.
- Provide sidewalks and pedestrian ramps, repair or replace damaged sidewalks, and implement right-of-way improvements identified in adopted City plans.
- Construct and/or contribute to off-site improvements that enhance the pedestrian experience, including human-scale lighting, streetscaping, and accessible sidewalks adjacent to the site.
- Provide supportive amenities such as safe, secure, and convenient bicycle parking.

M-2e Prioritize active transportation improvements in the City's Capital Improvement Program (CIP) and facilitate and prioritize implementation of Bicycle Transportation Plan and Citywide Pedestrian Plan projects.

M-2f Repurpose on-street parking with low utilization to implement walking and biking improvements, consistent with the RDP. Determine locations that are suitable for repurposing parking through a parking utilization study or review of anticipated land use changes, while remaining consistent with RDP standards (such as avoiding parking loss that exceeds 10%).

M-2g Prioritize sidewalk, curb ramp, and other pedestrian improvements which address gaps in the City's ADA-accessible walking network and avoid pinch points and other barriers and hazards for users.

M-2h Develop a citywide Transportation Demand Management (TDM) Plan that is applicable to all new development projects, to be prepared and updated by the Community Development Department.

M-2i Require development projects to dedicate right-of-way for implementation of near-term and/or future active transportation infrastructure consistent with Assembly Bill 3177.

GOAL M-3 PUBLIC TRANSIT, RIDESHARING, AND CARPOOLING

Maximized use of existing and future investments in public transit, ridesharing, and other alternative travel modes with increased ridership and decreased private automobile use.

M-3 Policies

M-3.1 **Transit Priority**. Prioritize public transit service along corridors and in areas of high transit demand, building upon Glendale Beeline service and coordinating with other agencies such as LA Metro and Metrolink, as needed.

M-3.2 **First/Last Mile Transit Access**. Improve walking and bicycling access to transit in areas that currently have or are projected to have high-quality transit service, such as downtown, South Glendale, and West Glendale, as shown in Figure M-4; partner with LA Metro to provide seamless access to planned high-quality transit service such as the LA Metro North Hollywood-Pasadena Transit Corridor.

M-3.3 **Bus Stop Amenities**. Partner with LA Metro to improve bus stops with seating, shelters, lighting, and other passenger amenities, prioritizing stops in high-quality transit areas and building on efforts such as the Glendale Bus Stop Improvement Program, regularly reviewing the sufficiency of bus stop amenities to serve anticipated bus service expansions.

M-3.4 **Transit Treatments**. Explore opportunities to improve transit service through transit-supportive roadway treatments on streets which serve multiple Glendale Beeline and LA Metro bus routes such as Broadway, Brand Boulevard, Glenoaks Boulevard, and San Fernando Road.

M-3.5 **Transit-Oriented Development**. Encourage mixed-use developments near major transit stops and high-quality transit corridors, including near planned Bus Rapid Transit (BRT) stations for the LA Metro North Hollywood-Pasadena Transit Corridor and the Metrolink station at the Larry Zarian Transportation Center.

M-3.6 **Key Communities**. Coordinate with LA Metro to prioritize transit service and access improvements for transit-dependent communities, including disadvantaged communities and areas with low vehicle ownership and higher proportions of residents who are seniors and children.

TRANSIT SERVICES

Glendale is served by a network of fixed-bus and rail transit service, as well as demand-responsive services such as:

- Glendale Beeline buses
- LA Metro buses
- Dial-a-Ride
- LA Metro Micro rideshare
- Metrolink and Amtrak trains

The Larry Zarian Transportation Center, formerly known as the Glendale Transportation Center, serves as a hub for several transit routes. In addition, portions of the City currently are or are projected to become areas of high-quality transit, defined as the half-mile area around high-quality stops:

- A major transit stop (containing a rail transit station or the intersection of two or more major bus routes with a combined frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods).
- A stop along a high-quality transit corridor (a corridor with fixed route bus service with combined service intervals no longer than 15 minutes during peak commute hours).

High-quality transit in Glendale will continue to expand through projects such as the Noho-Pasadena Transit Corridor BRT.

M-3.7 **Park-and-Ride**. Support the use of Caltrans-maintained park-and-ride lots in the City and the expansion of these types of facilities to encourage carpooling.

M-3.8 **Employee Carpooling**. Encourage local employers to increase employee carpooling.

M-3.9 **Mobility Hubs**. Enhance the Larry Zarian Transportation Center, BRT stations, and other key transit stops as mobility hubs with augmented first/last mile amenities for transit, rideshare, walking, and biking.

M-3.10 **Rideshare**. Continue to facilitate and expand rideshare use as part of existing and new development.

M-3.11 **Microtransit**. Support LA Metro in studying the feasibility of expanding on-demand microtransit services in Glendale and the region.

M-3.12 **Curb Space Management**. Improve the efficiency of and reallocate (as needed) the City's on-street parking spaces, loading spaces, and other on-street curb spaces in areas of limited curb space and high demand such as the downtown area through curbside management (e.g., expanded passenger loading zones).

M-3.13 **Car Share**: Explore partnerships with public agencies and private organizations to implement car share programs in Glendale.

M-3 Actions

M-3a Continue to work with local and regional transit operators such as Glendale Beeline, LA Metro, and Metrolink to support integration and service between local bus, BRT, and rail service and stations and generally improve service, including frequency and reliability.

M-3b Work with Glendale Beeline and LA Metro to identify opportunities to implement transit preferential roadway treatments such as transit signal priority and transit-only lanes.

M-3c Analyze and incorporate the needs of rideshare and curbside management into the City's transportation network planning and design.

M-3d As part of the Community Development Development's development review process, require that new developments:

- Include design features that support public transit use.
- Incorporate features that support and encourage ridesharing, carpooling, and similar travel modes.

M-3e Analyze opportunities to improve pedestrian access to and from the Larry Zarian Transportation Center by reducing crossing conflicts with other modes.

M-3f Coordinate with LA Metro to implement planned first/last mile improvements near planned BRT stations.

GOAL M-4 EXISTING AND FUTURE LOCAL AND REGIONAL TRAFFIC DEMAND

Safe and efficient accommodation of local and regional traffic demand along the City's street network, including optimization of existing infrastructure.

M-4 Policies

M-4.1 **Roadway Operations**. Accommodate current and future vehicular demand and strive for acceptable roadway operations on City streets; maintain roadway operations to provide connectivity to the freeway systems and key destinations.

M-4.2 **Freeway Spillover**. Coordinate with Caltrans to reduce the effects of freeway and highway traffic on local City street operations through freeway and ramp improvements.

M-4.3 **New Vehicle Technologies**. Continue to monitor and study the implications of new technologies (such as autonomous vehicles) on the City's vehicular network and local roadway operations.

M-4.4 **Intelligent Transportation Systems**. Utilize intelligent transportation systems (ITS) and related technologies to increase vehicular network efficiency as an alternative to roadway widenings and to improve pedestrian and bicycle safety.

M-4.5 **Emergency Vehicle Access**. Provide connectivity and access for emergency vehicles on the local vehicle network.

M-4.6 **Circulation Improvement Plan**. Maintain a transportation network that balances the accommodation of future growth with reducing vehicle miles traveled per capita and with equitably implementing complete streets.

M-4.7 **Trip Reductions**. Require trip reductions through strategies such as Transportation Demand Management (TDM) to reduce the traffic demand generated in Glendale and achieve reductions consistent with state goals, the City's VMT reduction goals, and Glendale's Climate Action & Adaptation Plan.

M-4.8 **Development Project Contributions**: Require land use development projects to study their effects on local transportation demands and contribute their fair share to improvements addressing congestion and VMT.

VEHICLE OPERATIONS

Vehicle operations on roadway segments are analyzed by applying a level of service (LOS) grade ranging from LOS A to LOS F based on a comparison of daily volumes to capacity. LOS A signifies free-flow traffic and LOS F signifies operations that are over roadway capacity. A roadway segment's daily capacity is based on the number of travel lanes available on that segment.

Vehicle operations at intersections are analyzed based on the delay experienced by vehicles during the weekday morning and evening peak commute hours. Intersections are assigned an LOS grade ranging from LOS A to LOS F. LOS A signifies very slight delay while LOS F signifies very high delays and congestion as well as long queues.

Vehicle miles traveled (VMT) is a measure of the amount of vehicle travel generated by a project or within an area. At its simplest level, VMT is calculated by multiplying the number of vehicles by distance. While not a measure of vehicle operations, increases in VMT can correspond to higher traffic demand and affect local traffic delay.

LOS and VMT analyses in Glendale are conducted using near- and long-term traffic forecasts developed using the City's transportation demand forecasting model, which estimates traffic volumes on Glendale's streets base on the amount and location of different land uses.

M-4 Actions

M-4a Collect data and conduct operations studies (which can be citywide or focus on specific corridors) as part of monitoring roadway operations and vehicle flows on local roads, prepared by the Department of Public Works every five years, or corresponding with significant development projects; implement improvements to achieve the street classifications shown in Figure M-1 and listed below. Existing and General Plan Buildout (Year 2045) daily vehicle traffic levels are shown in Figure M-5 and Figure M-6, respectively.

- Major Mobility Thoroughfare
- Major Mobility Thoroughfare (Bicycle Priority)
- Major Mobility Thoroughfare (Transit Priority)
- Major Mobility Thoroughfare (Bicycle and Transit Priority)
- Collector Street
- Collector Street (Bicycle Priority)
- Collector Street (Transit Priority)
- Local Streets

M-4b As part of the Community Development Department's development review process, require development projects to study and address their effects on local roadway operations, as required by the City Traffic Engineer.

M-4c In partnership with the Community Development Department, Public Works Department, Fire Department, and Police Department, monitor the City's network of emergency response routes (Figure M-7) for sufficient throughput for emergency vehicles as part of both the development review process and general transportation system planning.

M-4d Develop and mandate a citywide trip reduction and TDM ordinance for development projects with targeted trip reduction goals; implement a monitoring and enforcement program for TDM plans fulfilling the ordinance.

M-4e Update the City's Transportation Impact Analysis Guidelines to include acceptable traffic operations standards and thresholds to be used when studying local transportation operations and congestion as part of the development review process through the Community Development Department.

M-4f Implement a transportation impact fee program that allows land use development projects to contribute their fair share to congestion-reducing infrastructure projects and programs, which could include capacity enhancements, traffic signal modifications, and non-SOV infrastructure, services, and programs.

GOAL M-5 ENVIRONMENTAL HEALTH AND AIR QUALITY

Contribute to regional and statewide greenhouse gas emission reduction and air quality targets.

M-5 Policies

M-5.1 **Alternative Fuels**. Encourage the expansion of low- and zero-emission fuel stations and other supporting infrastructure to reduce vehicular emissions in the City.

M-5.2 **Transportation Demand Management**. Require transportation demand management (TDM) strategies related to parking, transit, and other modes to reduce air quality impacts caused by VMT.

M-5.3 **Non-Vehicular Projects**. Include transportation projects that increase non-vehicular capacity, encourage a reduction in VMT, and promote economic and environmental sustainability as part of the City's capital improvement program, such as quality pedestrian facilities, bikeways, and public transit amenities.

M-5.4 **Supportive Land Uses**. Encourage development projects that support reduced greenhouse gas emissions through increased walking, biking, and transit use and shorter and fewer vehicle trips.

M-5 Actions

M-5a Continue to monitor implementation of the City's Reach Code, other relevant local, State, and federal requirements, and update local requirements to accommodate shifting trends in electric vehicle charging needs.

M-5b Continue to require development projects to analyze potential VMT impacts under the California Environmental Quality Act (CEQA) based on the City's established impact thresholds. Where significant VMT impacts are identified, development projects must include mitigation measures through best-practice TDM strategies and improvements that support non-vehicular travel modes.

M-5c Maintain the citywide travel demand model (currently maintained by the Community Development Department) that allows for accurately estimating VMT within the City.

M-5d Develop and implement a standardized framework to assess and mitigate VMT impacts of new development and transportation projects in alignment with CEQA guidelines and the City's adopted VMT thresholds, including both TDM strategies and infrastructure improvements, to be incorporated into the Community Development Department's development review requirements.

REDUCING VMT

The State of California has increased its commitment to reducing greenhouse gas (GHG) emissions from transportation and other sources, through legislation such as California Assembly Bill (AB) 32, Senate Bill (SB) 375, and SB 743. One way for local jurisdictions to reduce transportation-sourced GHG is to study and reduce VMT generated from land use and transportation projects.

Transportation Demand Management (TDM) is a suite of incentives, information, and encouragement programs to reduce the use of single-occupant vehicles and consequently decrease traffic congestion and VMT. These programs help people use modes other than driving and also encourage a shift to driving during off-peak periods. TDM measures may be implemented by governments or employers.

GOAL M-6 PARKING

Effective supply and management of vehicle parking with minimized spillover to the local community.

M-6 Policies

M-6.1 **Vehicle Parking Supply and Demand**. Require residential and non-residential developments to provide adequate off-street parking supply and manage short-term and long-term demand, while remaining in conformance with State requirements that may restrict the location or required supply of parking.

M-6.2 **Secondary Effects**. Maximize the efficiency of the existing public and private vehicle parking supply and reduce parking-related vehicle traffic through parking management strategies.

M-6.3 **Multimodal Effects**: Continue to comply with state laws addressing the effects of vehicle parking on the safety and convenience of non-vehicular travel modes.

M-6.4 **Residential Parking**. Effectively manage the existing public and private parking supply in residential areas and consider alternative approaches to meeting existing and future demand.

M-6.5 **Community Outreach and Engagement**. Engage with affected individuals, organizations, and other stakeholders when proposing changes to parking supply, regulations, and/or configuration along corridors.

M-6.6 **Accessible Parking**: Provide sufficient, convenient, and accessible ADA-compliant parking at City parking lots, structures, and curbsides.

PARKING SUPPLY

The City addresses vehicle parking issues by requiring parking for private development, providing public parking within the street right-of-way, off-street in surface lots and parking structures, and managing public parking through pricing and time restrictions.

In neighborhoods that are affected by parking congestion from nearby schools, businesses, or multifamily residential buildings, the City has implemented a parking permit system. In combination with Police Department enforcement, parking is effectively managed in these neighborhoods.

M-6 Actions

M-6a Implement parking management strategies such as residential parking permits and parking time limits in residential neighborhoods to minimize the effects of spillover commercial parking.

M-6b Review opportunities for carshare parking and vehicles at key resident, worker, and visitor destinations.

M-6c Periodically review the City's minimum vehicle parking requirements to determine if updates are needed to reflect shifts in parking demand, new types of parking supply, changes in State requirements, or to encourage transit-oriented development projects; consider amendments, as necessary.

M-6d Develop and maintain a citywide parking management approach to better manage parking supply. Techniques to consider can include unbundling parking for residential uses, encouraging shared parking, and allowing for modified parking requirements in high-quality transit areas, and studying the feasibility of parking management strategies in high-demand areas. This program shall be developed through the Community Development Departments and include considerations for the City's RDP through the Public Works Department.

M-6e Regularly monitor curbside parking utilization patterns in high-activity areas such as Downtown Glendale, including the effects of passenger and commercial loading/unloading occurring at parking spaces, to determine if changes to regulations or enforcement are necessary.

M-6f Continue to monitor state legislation governing the ability of the City to require off-street parking for new development projects, including projects located in the City's high-quality transit areas.

GOAL M-7 GOODS MOVEMENT

Local and regional goods movement facilities that minimize effects on other modes and the local community character.

M-7 Policies

M-7.1 **Secondary Effects**. Discourage truck traffic on residential streets and reduce the effects of goods movement on the community; emphasize the use of the regional freeway network (including I-5, I-210, SR-134, and SR-2) instead of City streets for goods movement throughout the City.

M-7.2 **Evolving Technologies**. Maintain a transportation network which facilitates and integrates the needs of evolving goods movement patterns and technologies by continuing to monitor trends in goods movement technologies.

M-7 Actions

M-7a Maintain a designated local truck route network that restricts truck movement to vehicle-focused corridors and discourages truck traffic on local streets with residential and other sensitive uses (as shown in Figure M-8) and prohibit heavy freight vehicles on other City streets. This map should be updated as-needed based on shifts in land uses and travel patterns. The network will be implemented through a system of truck route signs to be developed and maintained by the City. The network shall be reviewed by and incorporate input and concerns from multiple City Departments such as Community Development, Economic Development, and Public Works.

M-7b Regularly analyze and incorporate the needs of e-commerce into curbside management and transportation network planning.

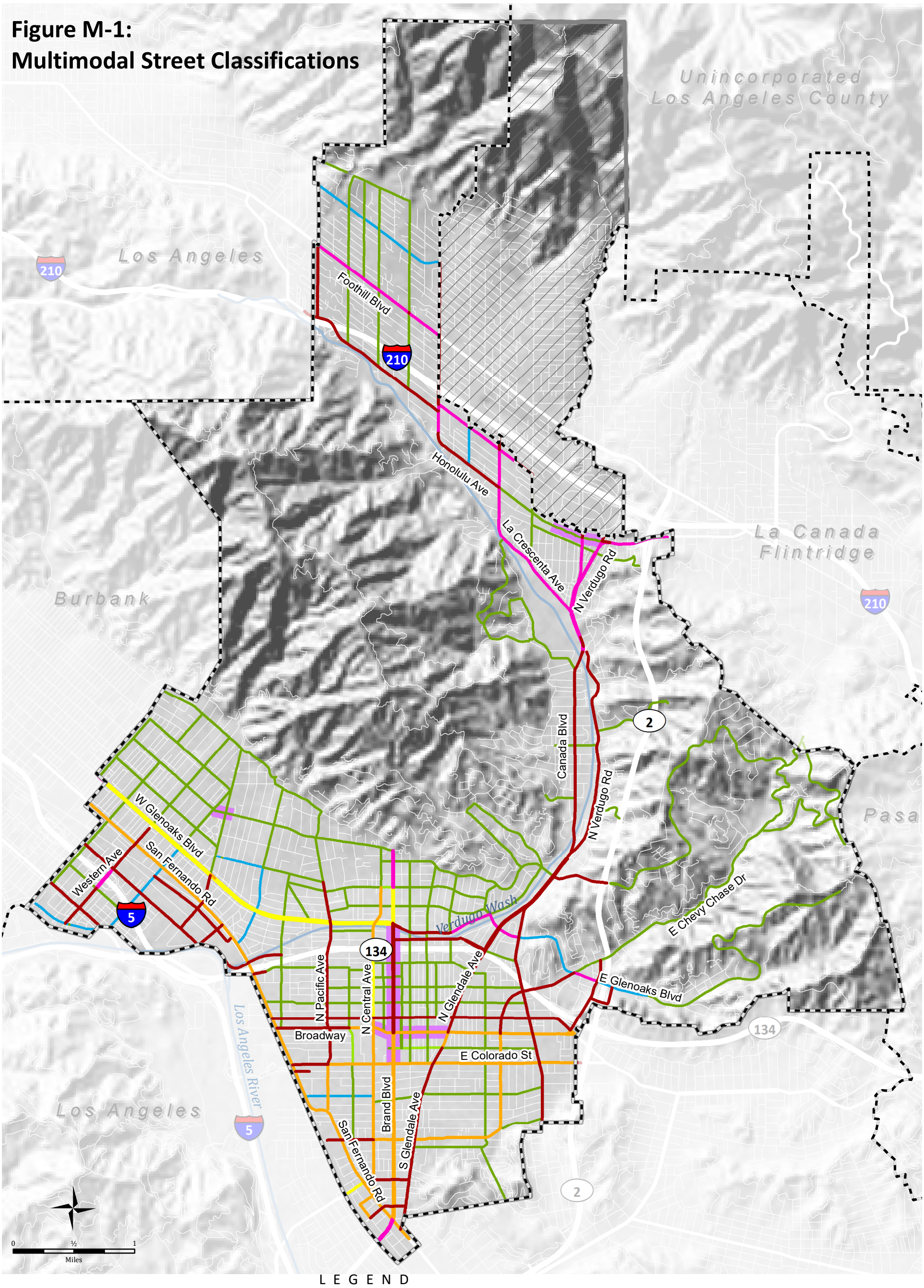
TRUCKS AND RAIL FREIGHT

Trucks and trains are an important means of moving goods within the region. The primary rail line through Glendale runs parallel to I-5 and San Fernando Road and connects to the interstate rail network. This facility is shared with passenger rail service (Metrolink and Amtrak).

Trucks use a number of City streets for deliveries, such as San Fernando Road, Glendale Avenue, and Foothill Boulevard. In addition, I-5, SR-134, SR-2, and I-210 are Surface Transportation Assistance Act (STAA) official truck routes as part of the state highway system (Caltrans).

Signed by the governor and effective starting in 2026, AB 98 aims to limit the effects of freight and logistics on residential communities. This includes a requirement for local jurisdictions' General Plan Mobility Elements to identify and establish specific truck routes to safely accommodate truck traffic and avoid residential areas and vulnerable populations. Truck routes should maximize use of highways, major thoroughfares, and predominantly commercial streets.

Figure M-1:
Multimodal Street Classifications



L E G E N D

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Signature Streets
- Major Mobility Thoroughfare
- Major Mobility Thoroughfare (Bicycle Priority)
- Major Mobility Thoroughfare (Transit Priority)
- Major Mobility Thoroughfare (Bicycle & Transit Priority)
- Collector Street
- Collector Street (Bicycle Priority)
- Collector Street (Transit Priority)

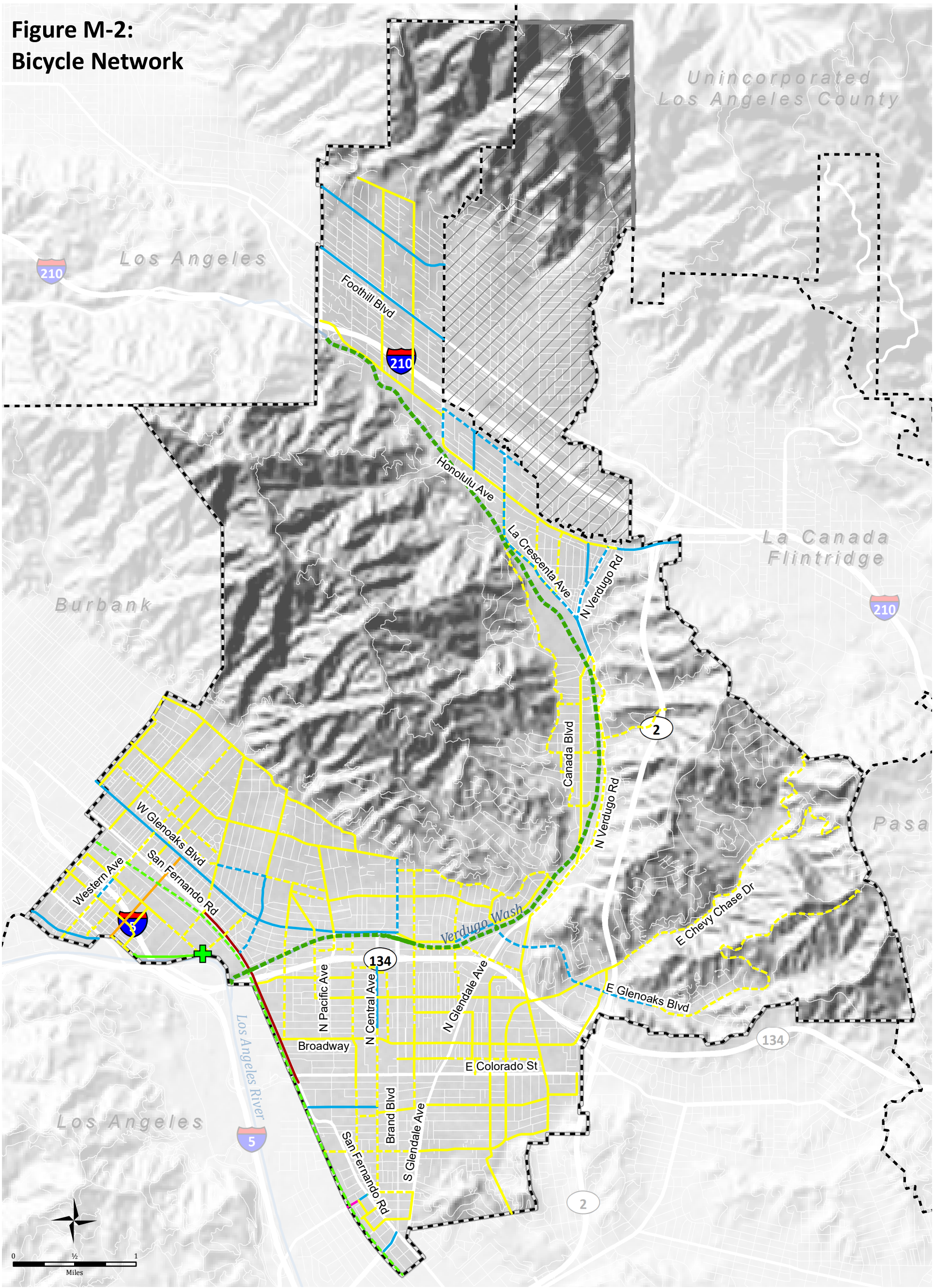
NOTE: Multimodal street classifications are defined under Mobility Element Goal M-1.

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

Figure M-2: Bicycle Network



LEGEND

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Bike Path
- Bike Lanes
- Colored Bike Lanes
- Sharrows
- Protected Bike Lanes
- Sharrows NB / Bike Lane SB
- Future Bike Facilities

Off-Street Active Transportation Facilities

- Proposed Verdugo Wash Master Plan Project
- Garden River Bridge Project

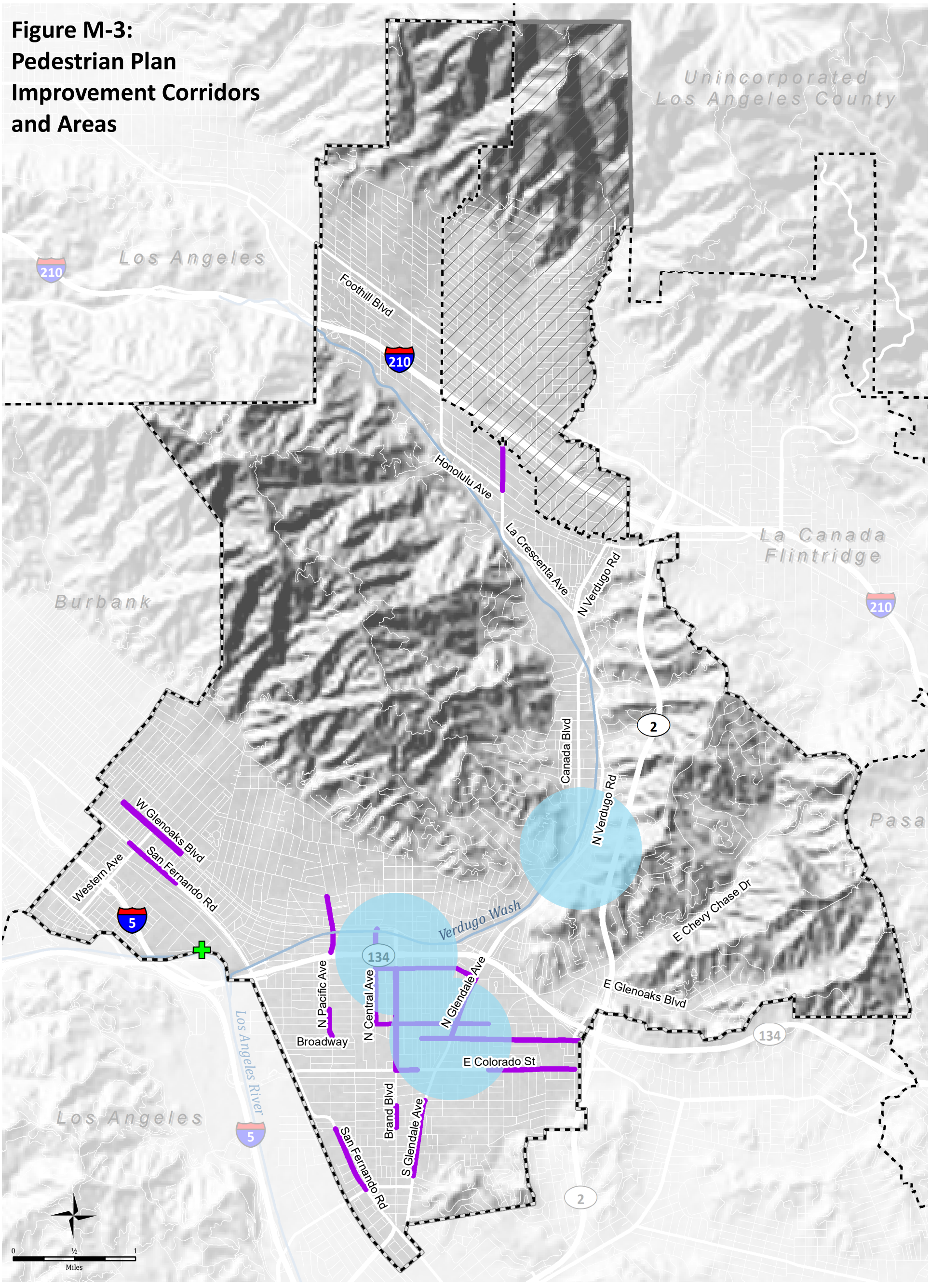
NOTE: The Bicycle Transportation Plan (BTP) is under review. This figure will be updated upon the approval of changes to proposed bike facilities.

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

Figure M-3: Pedestrian Plan Improvement Corridors and Areas



L E G E N D

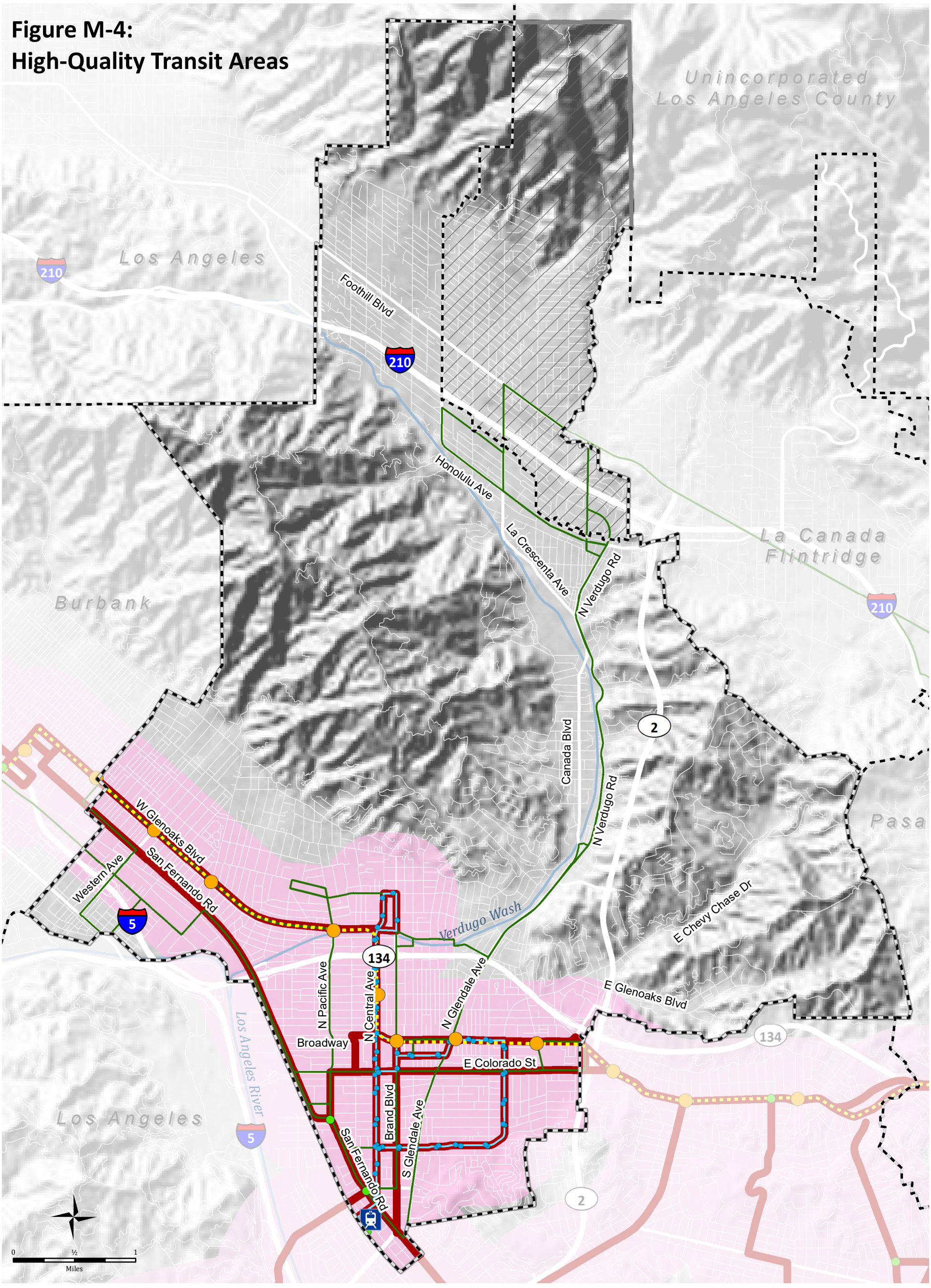
- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Pedestrian Plan Safety Corridors
- First Last Mile Transit Access Areas
- Garden River Bridge Project

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

PUBLIC REVIEW DRAFT

Figure M-4: High-Quality Transit Areas



LEGEND

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Glendale Transportation Center
- BeelineMajorTransitStops
- Existing High-Quality Beeline Service
- Other Beeline Service
- Existing and Future High-Quality Transit Corridors
- Existing and Future High-Quality Transit Areas
- Planned LA Metro Noho-Pasadena Transit Corridor
- Planned Noho-Pasadena Stations (Major Transit Stops)
- Other SCAG 2045 Major Transit Stops

NOTE: Glendale Beeline routes shown are current routes as of October 2024.

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

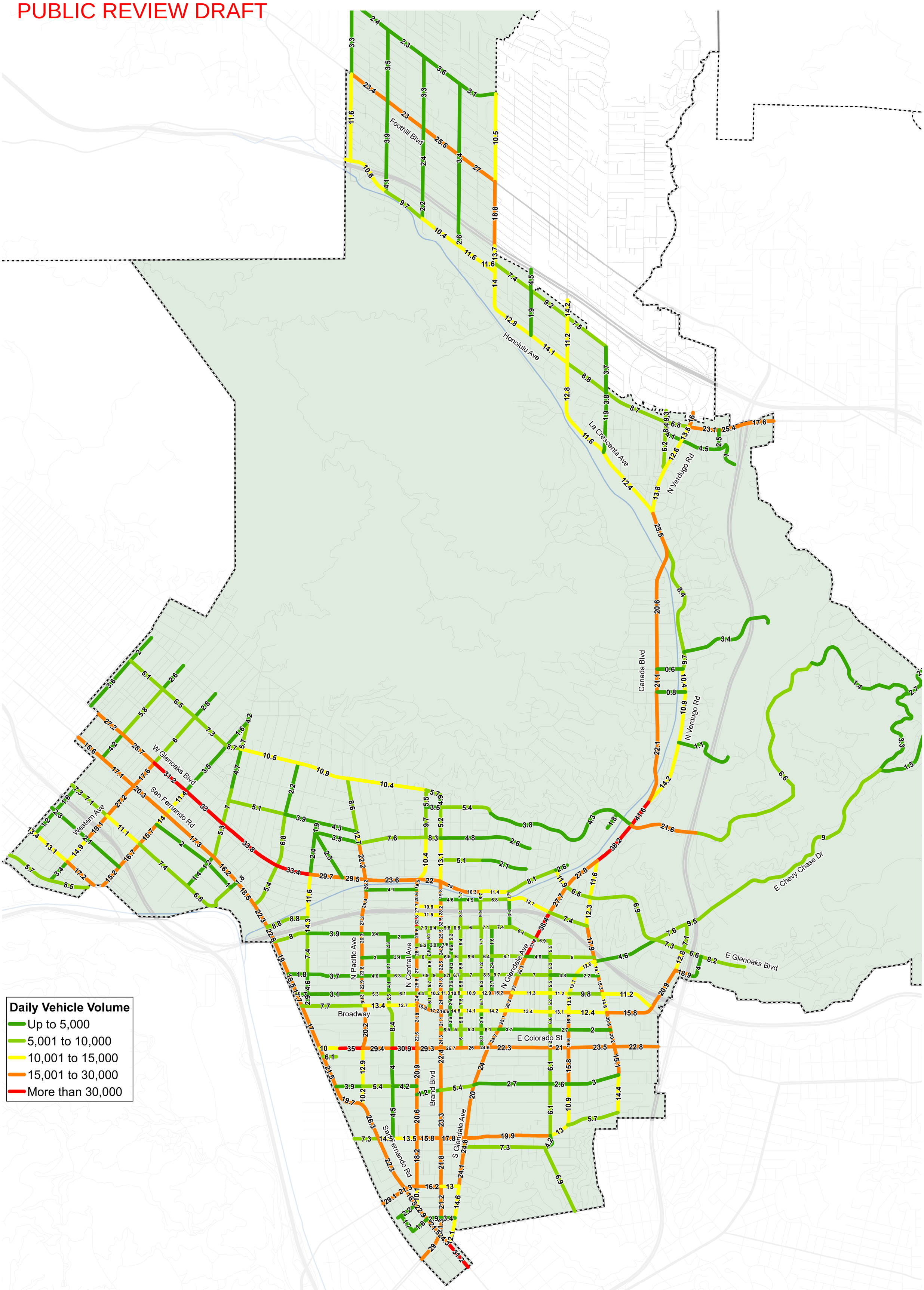


Figure M-5a:
Existing Daily Vehicle Traffic Volumes (in thousands)

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

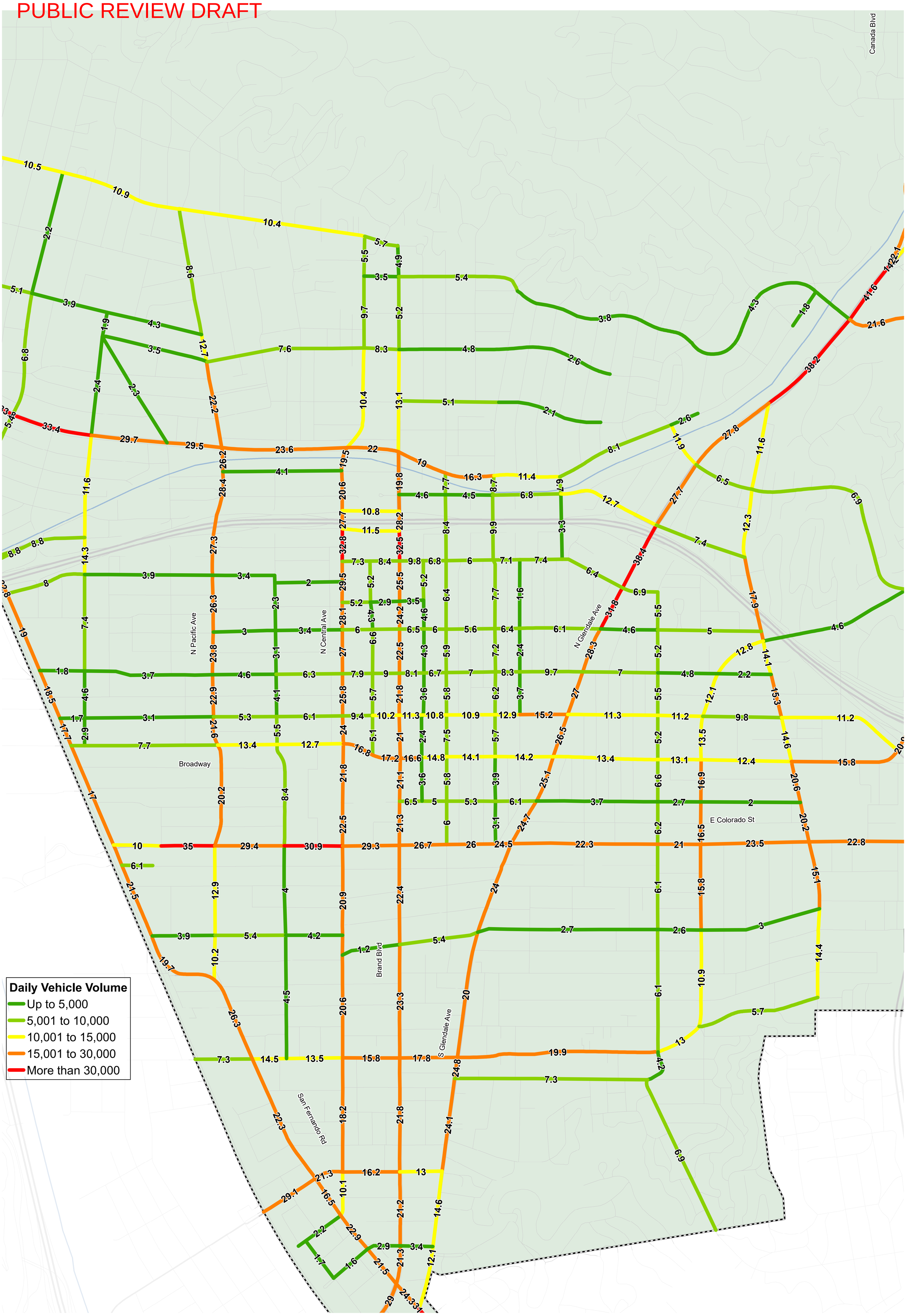


Figure M-5b:
Existing Daily Vehicle Traffic Volumes (in thousands)

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

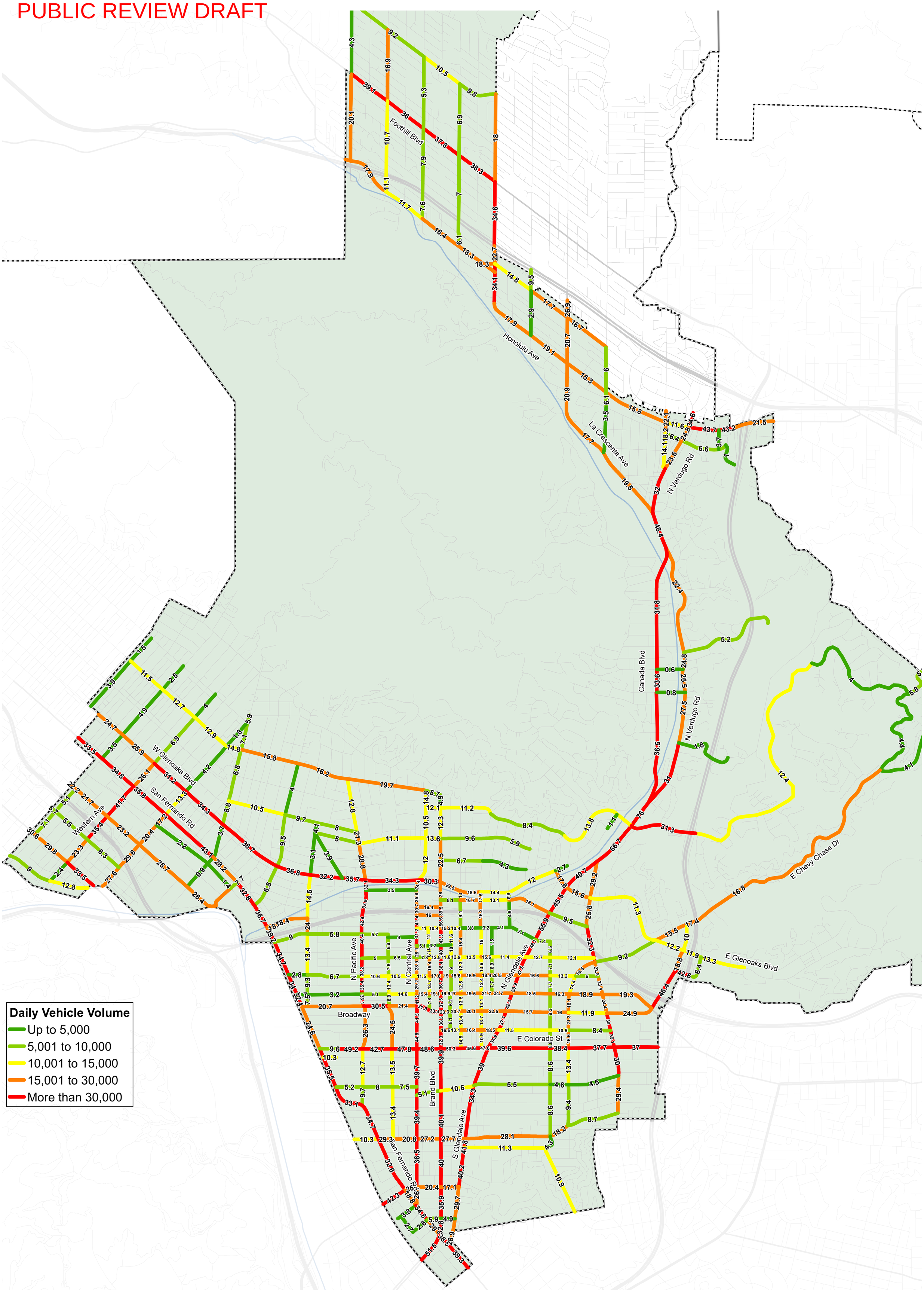


Figure M-6a:
General Plan Buildout (Year 2045)
Daily Vehicle Traffic Volumes (in thousands)

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

PUBLIC REVIEW DRAFT

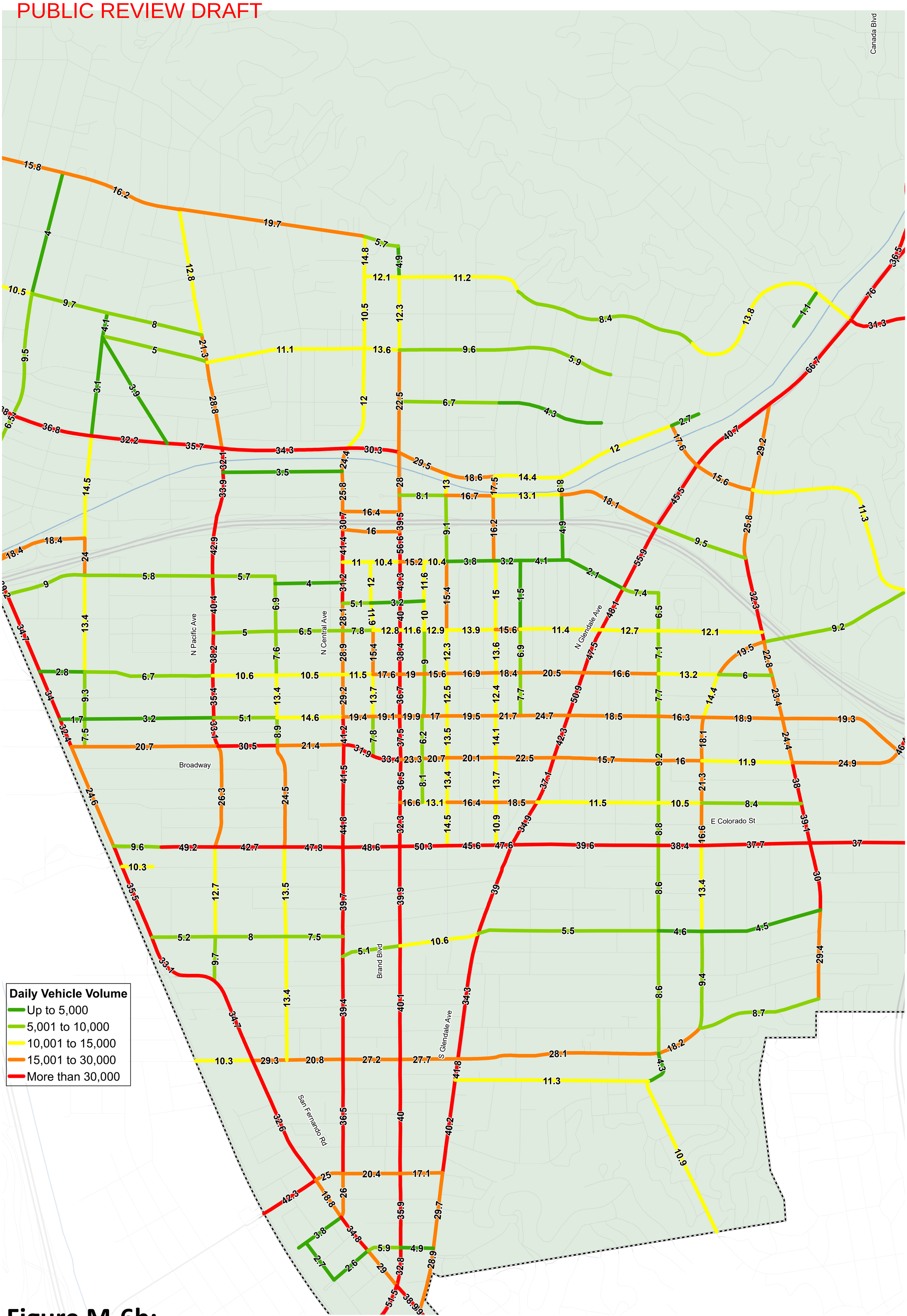
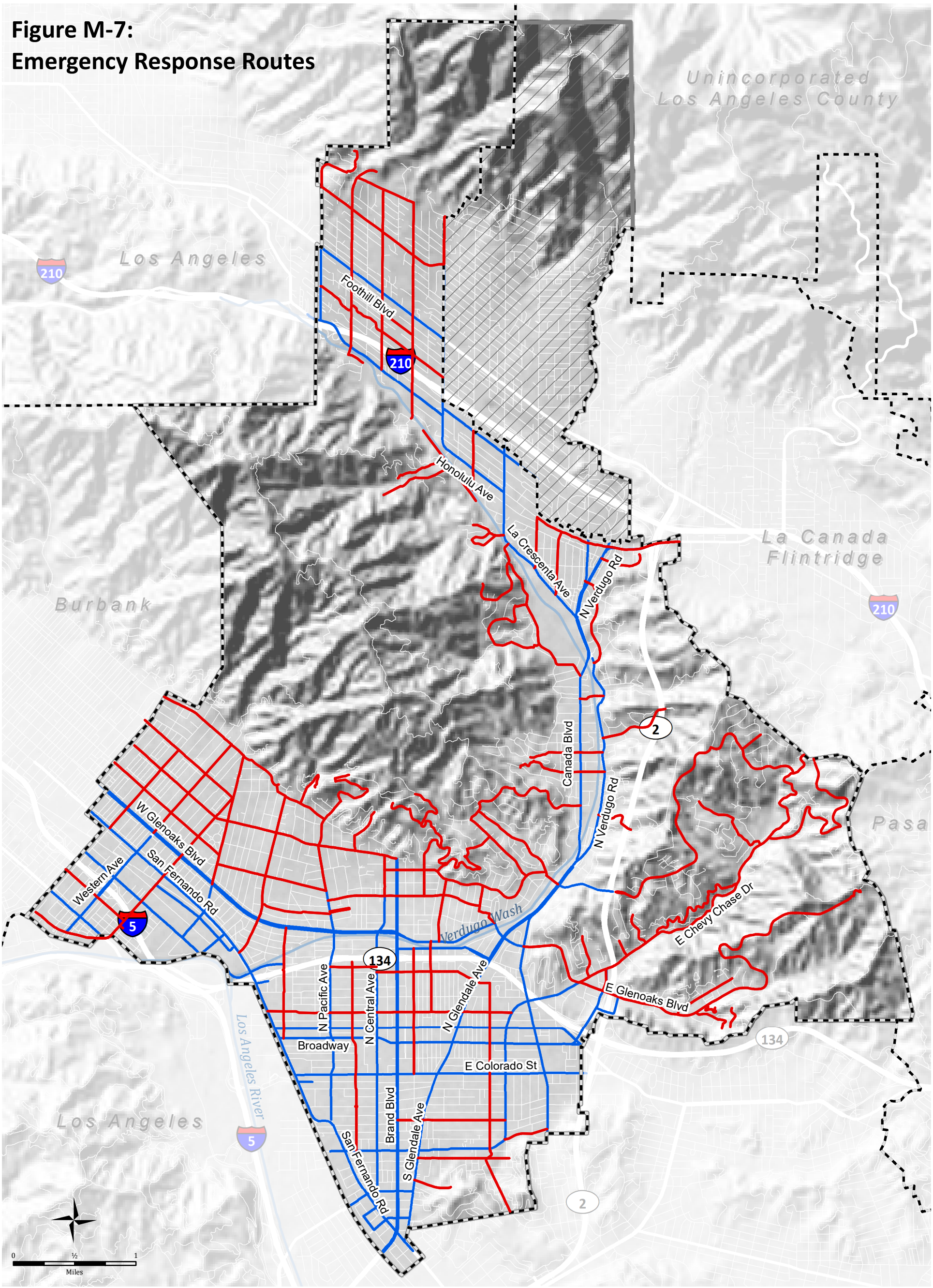


Figure M-6b:
General Plan Buildout (Year 2045)
Daily Vehicle Traffic Volumes (in thousands)

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

Figure M-7:
Emergency Response Routes



LEGEND

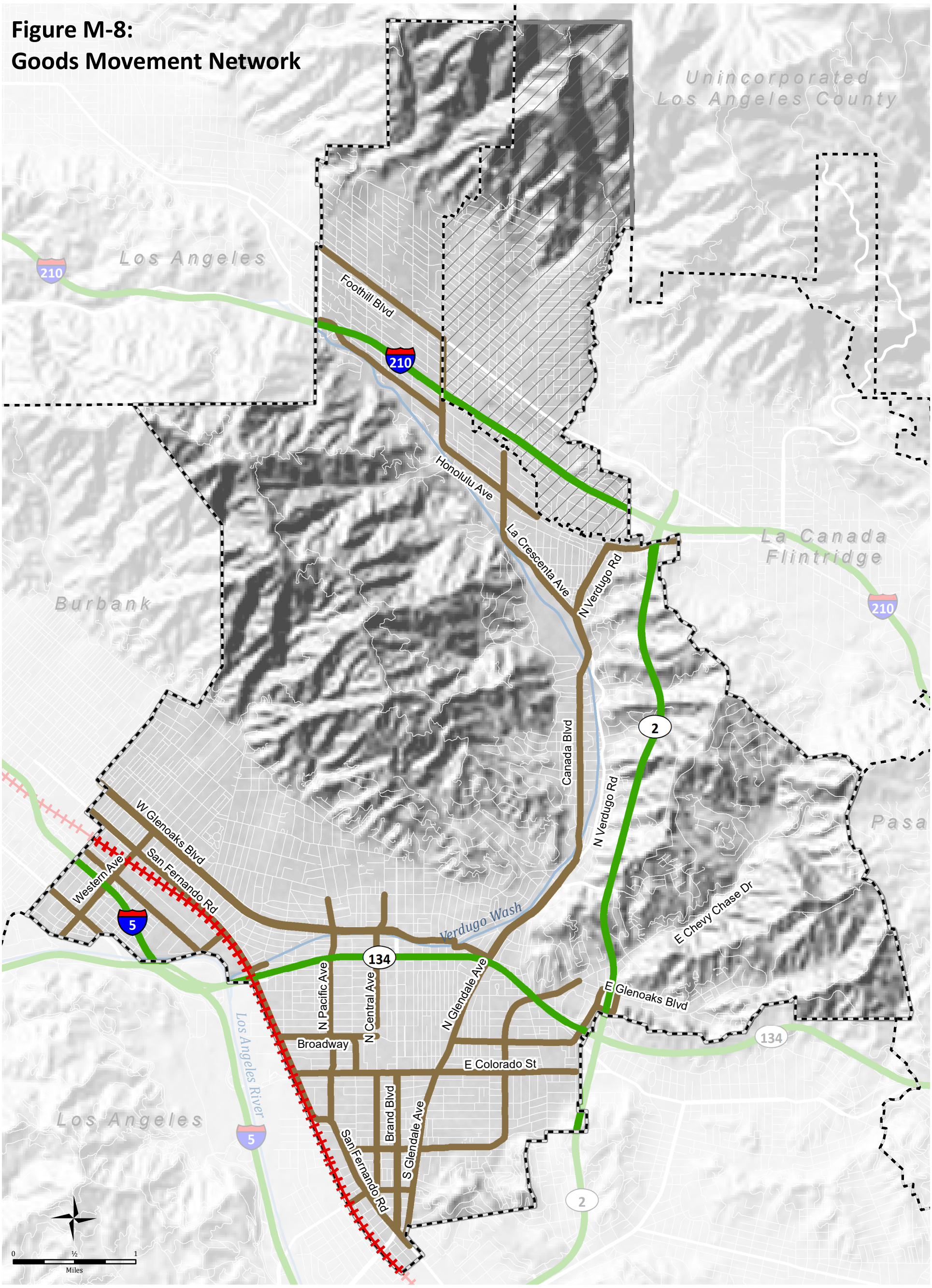
- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Emergency Response Routes
- Major Mobility Thoroughfares

Note: Major Mobility Thoroughfares shown on this map include streets designated as Major Mobility Thoroughfare, Major Mobility Thoroughfare (Bicycle Priority), Major Mobility Thoroughfare (Transit Priority), or Major Mobility Thoroughfare (Bicycle and Transit Priority).

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT

Figure M-8:
Goods Movement Network



L E G E N D

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- STAA Routes
- Rail
- Local Truck Route Access

Sources: City of Glendale; Los Angeles County. Map date: April 17, 2020.

CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT