

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.

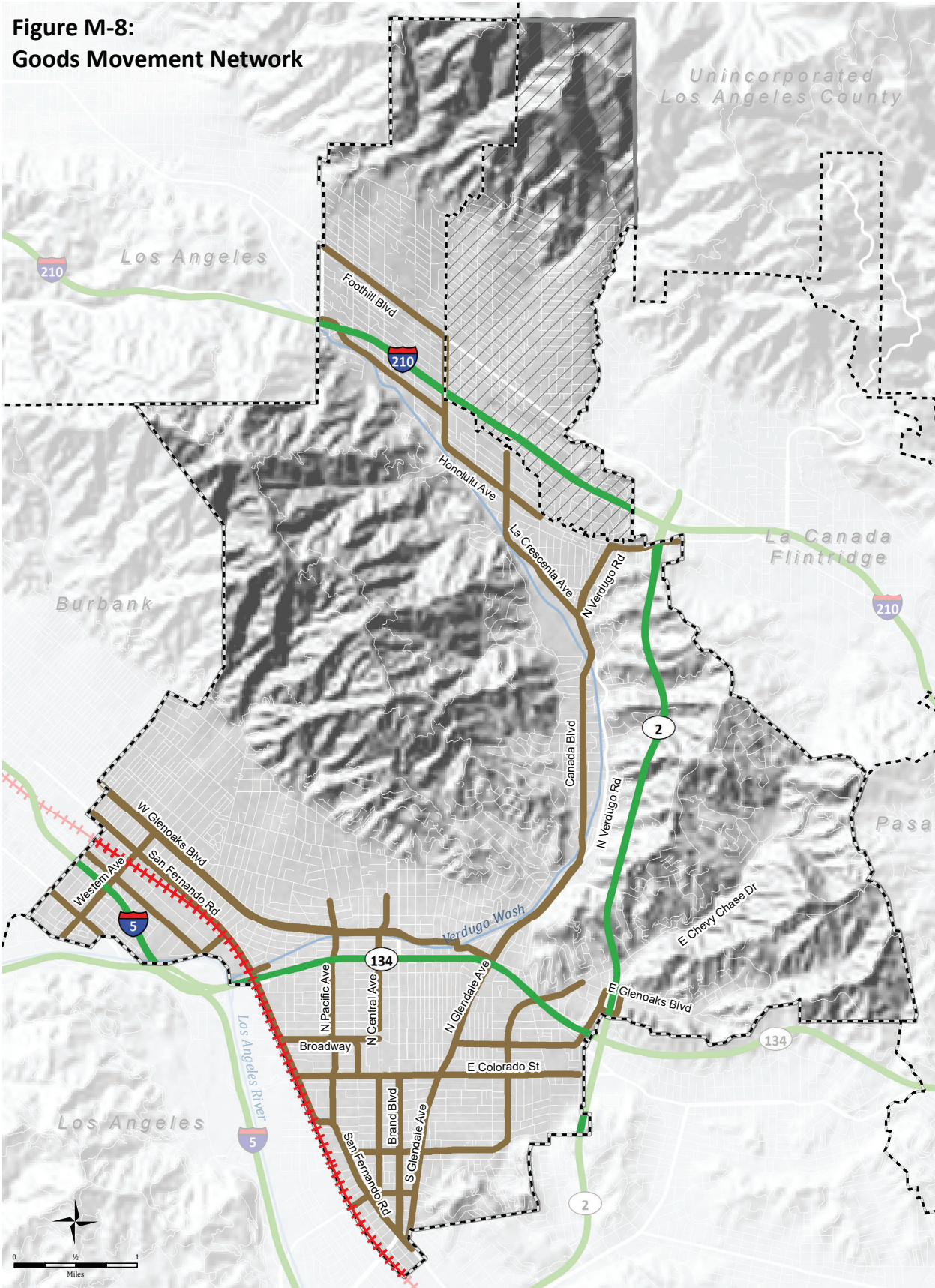
TRUCKS AND RAIL FREIGHT

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-8:
Goods Movement Network



LEGEND

- 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.