

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 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'

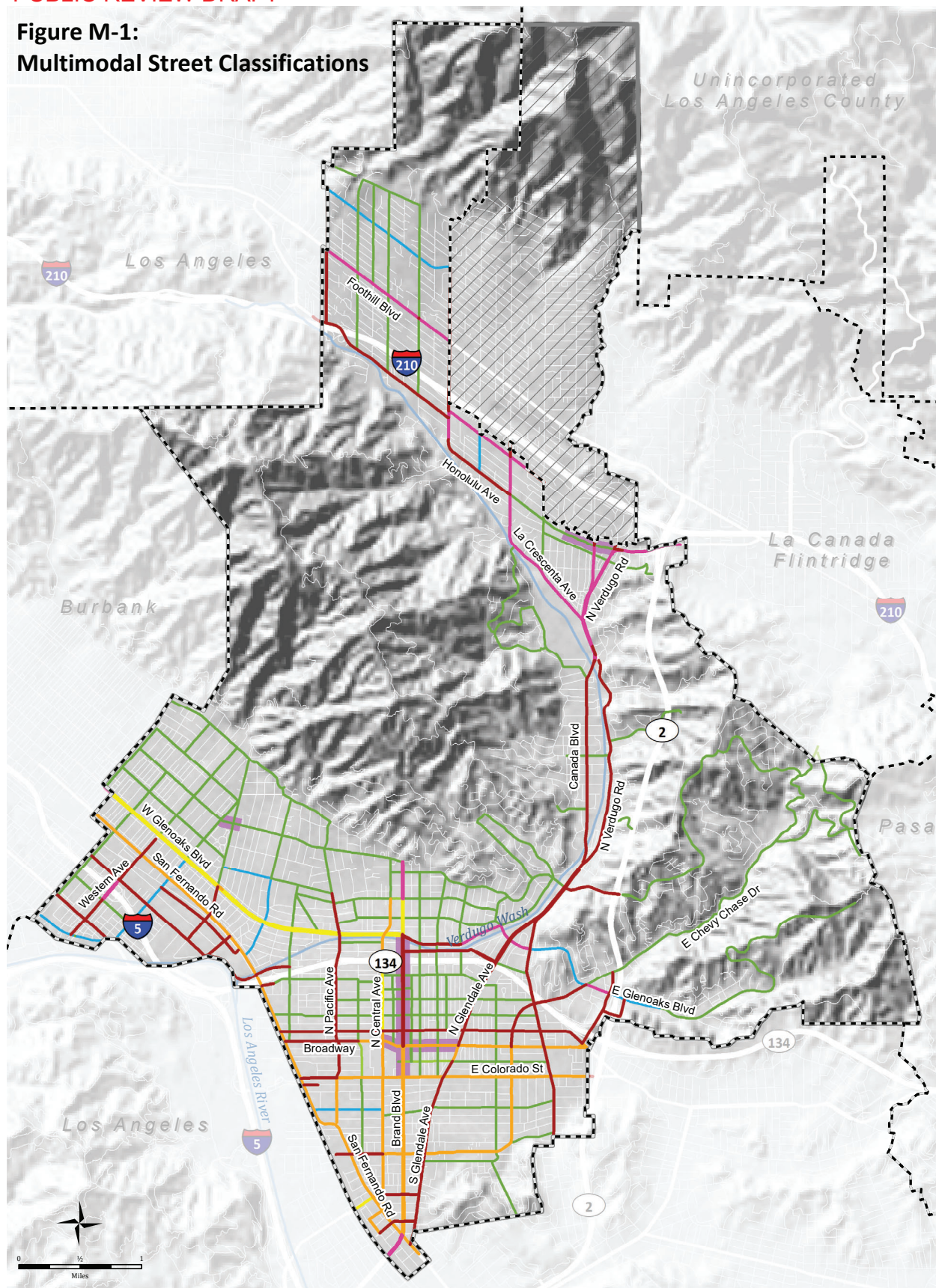
Notes:

- Streets located in mountainous areas with steep grade and constrained right-of-way may require reduced dimensions for some facilities.
- 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.
- Diagonal or perpendicular on-street parking may be considered should there be sufficient right-of-way and other considerations per the City's RDP.
- 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.
- Collector Streets in locations with limited right-of-way or mountainous terrain may require exclusion of parkways and/or narrower sidewalks.
- 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.
- Effective January 1, 2026, per California Senate Bill 1216, bike routes are not permitted on streets with speed limits exceeding 25mph.

PUBLIC REVIEW DRAFT

- 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.

**Figure M-1:
Multimodal Street Classifications**



LEGEND

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

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**