

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).

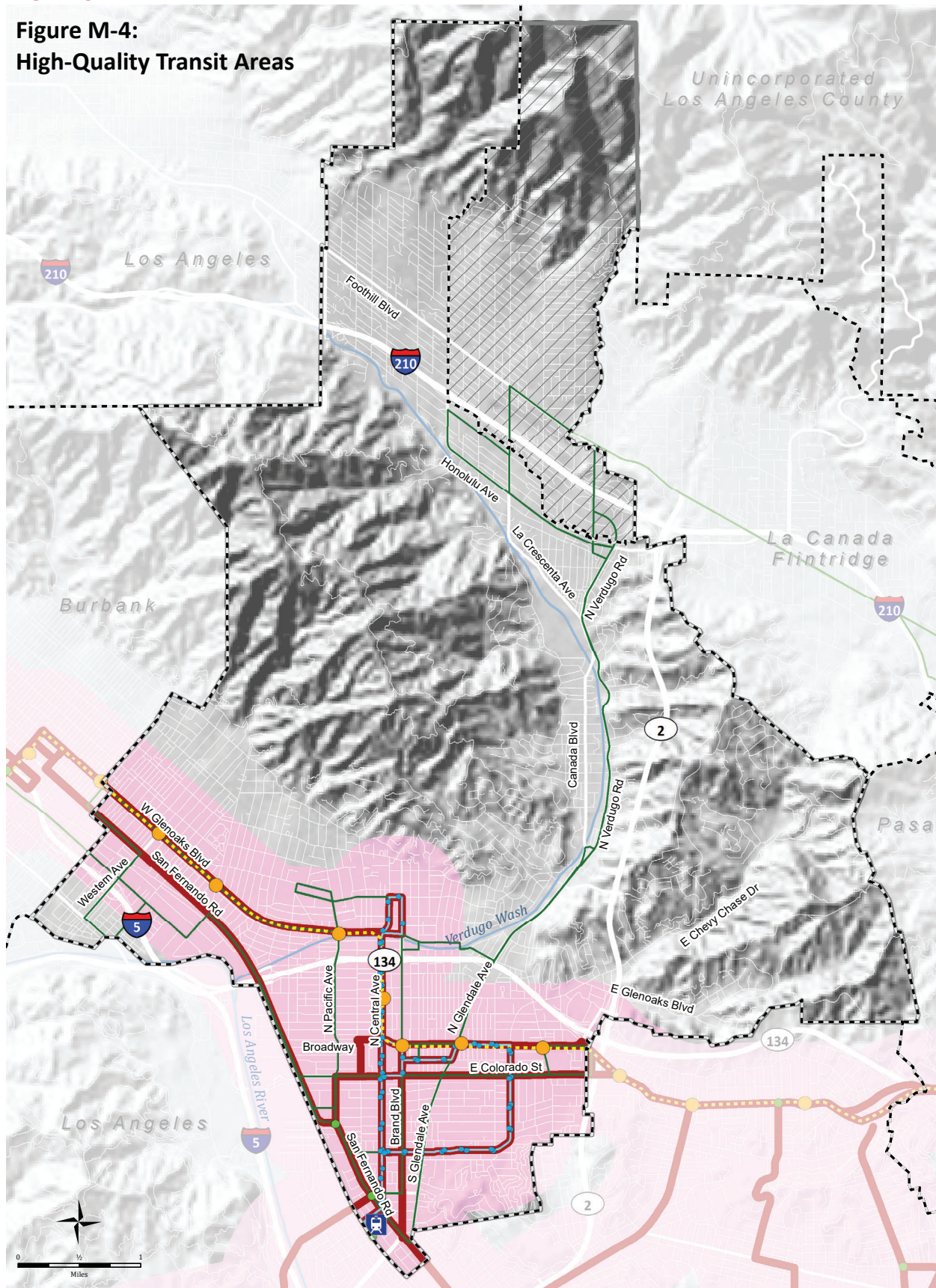
High-quality transit in Glendale will continue to expand through projects such as the Noho-Pasadena Transit Corridor BRT.

- 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.

**Figure M-4:
High-Quality Transit Areas**



LEGEND

- Glendale City Boundary
- Glendale Sphere of Influence
- Glendale Planning Area
- Other Incorporated Areas
- Glendale Transportation Center
- Beeline Major Transit Stops
- 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.