

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.

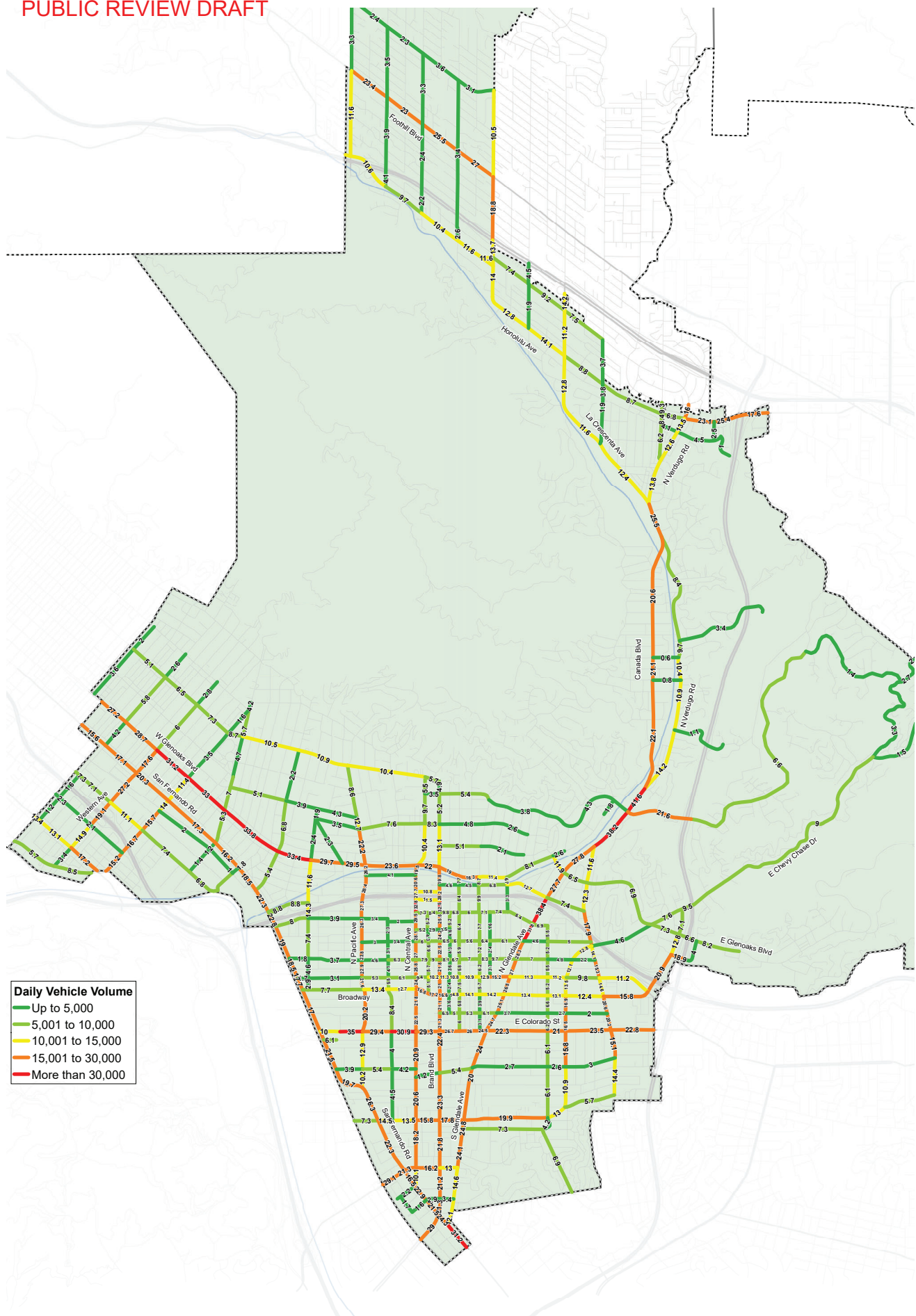


Figure M-5a:
Existing Daily Vehicle Traffic Volumes (in thousands)

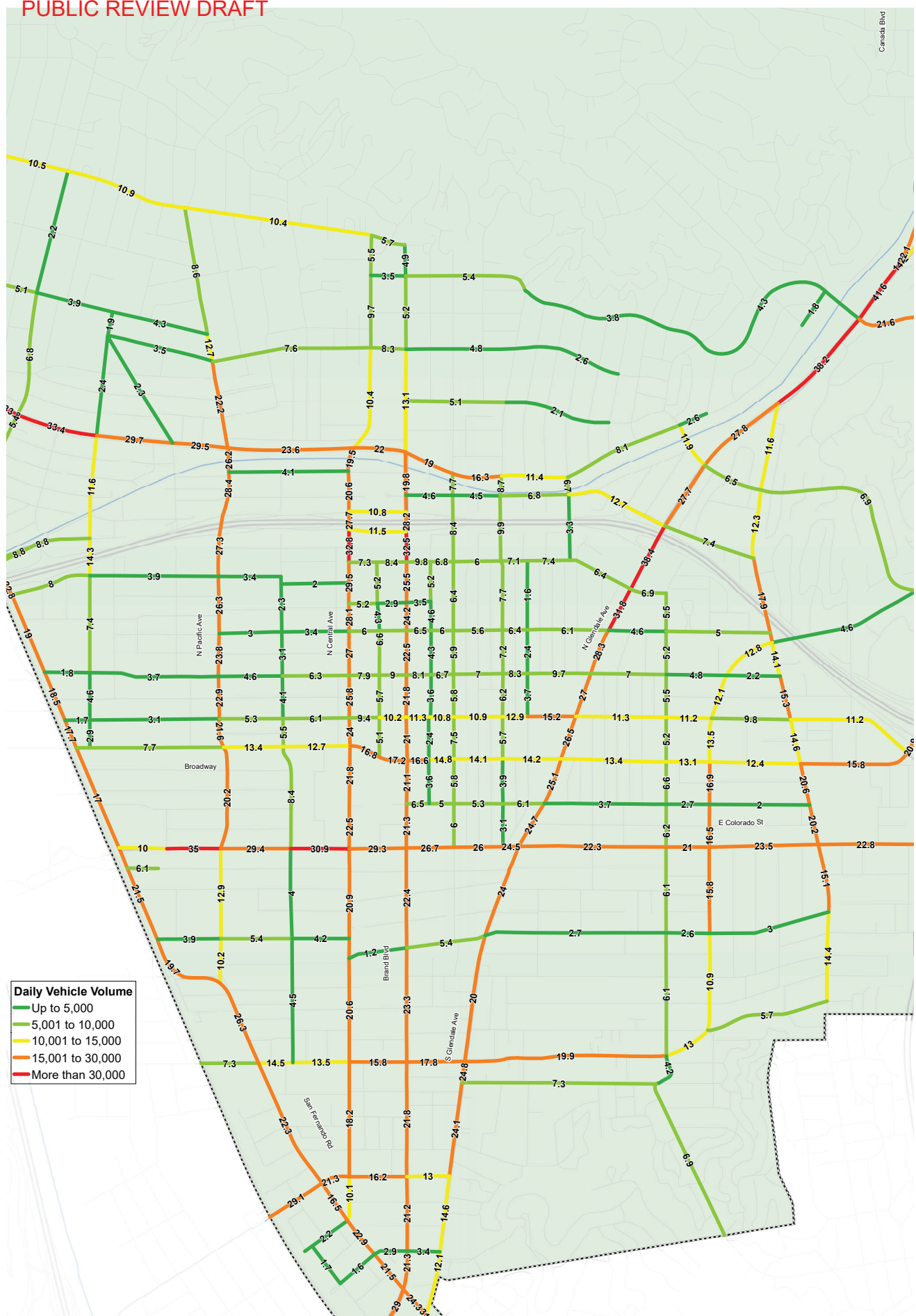


Figure M-5b:
Existing Daily Vehicle Traffic Volumes (in thousands)

**CITY OF GLENDALE
GENERAL PLAN
MOBILITY ELEMENT**

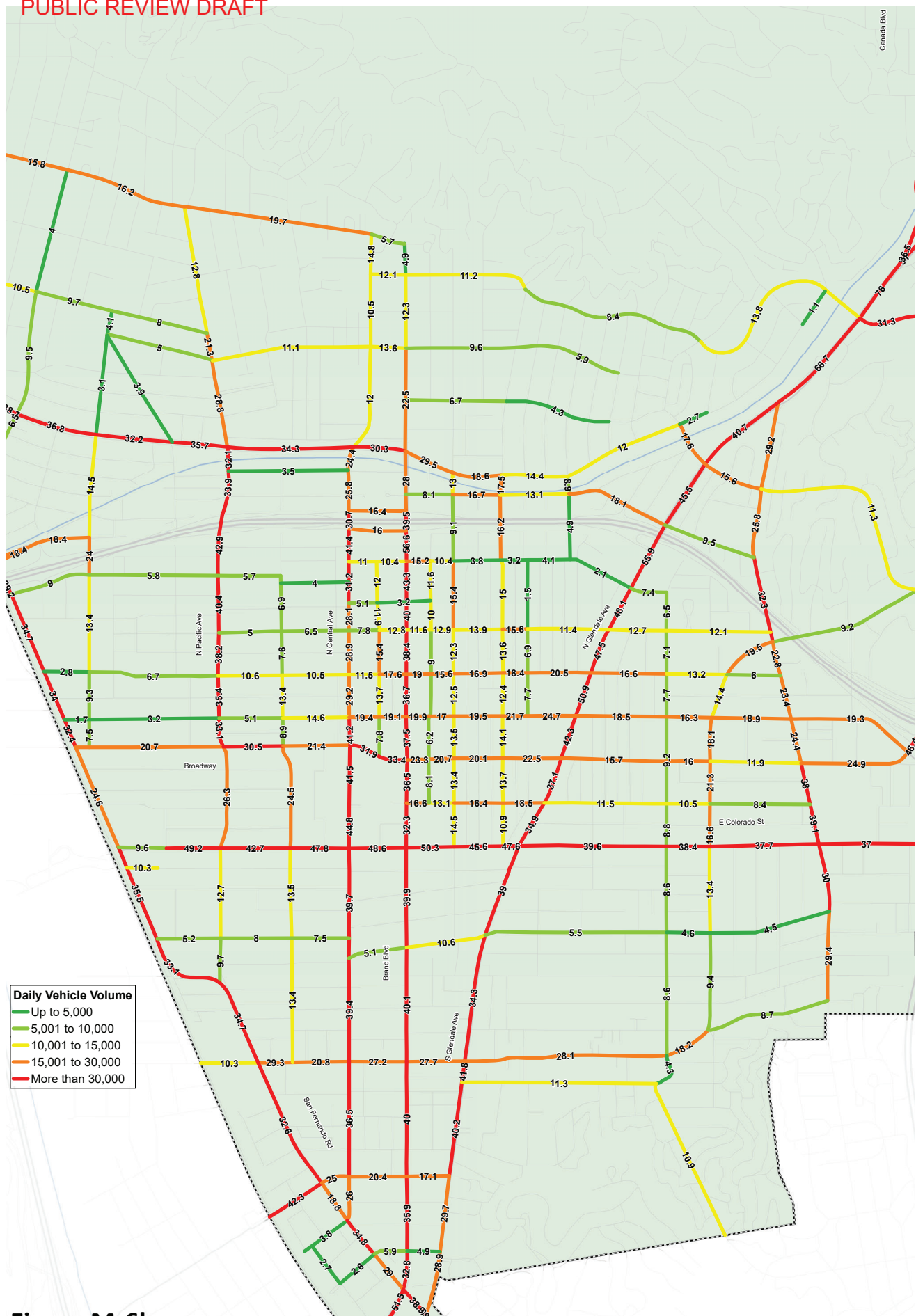
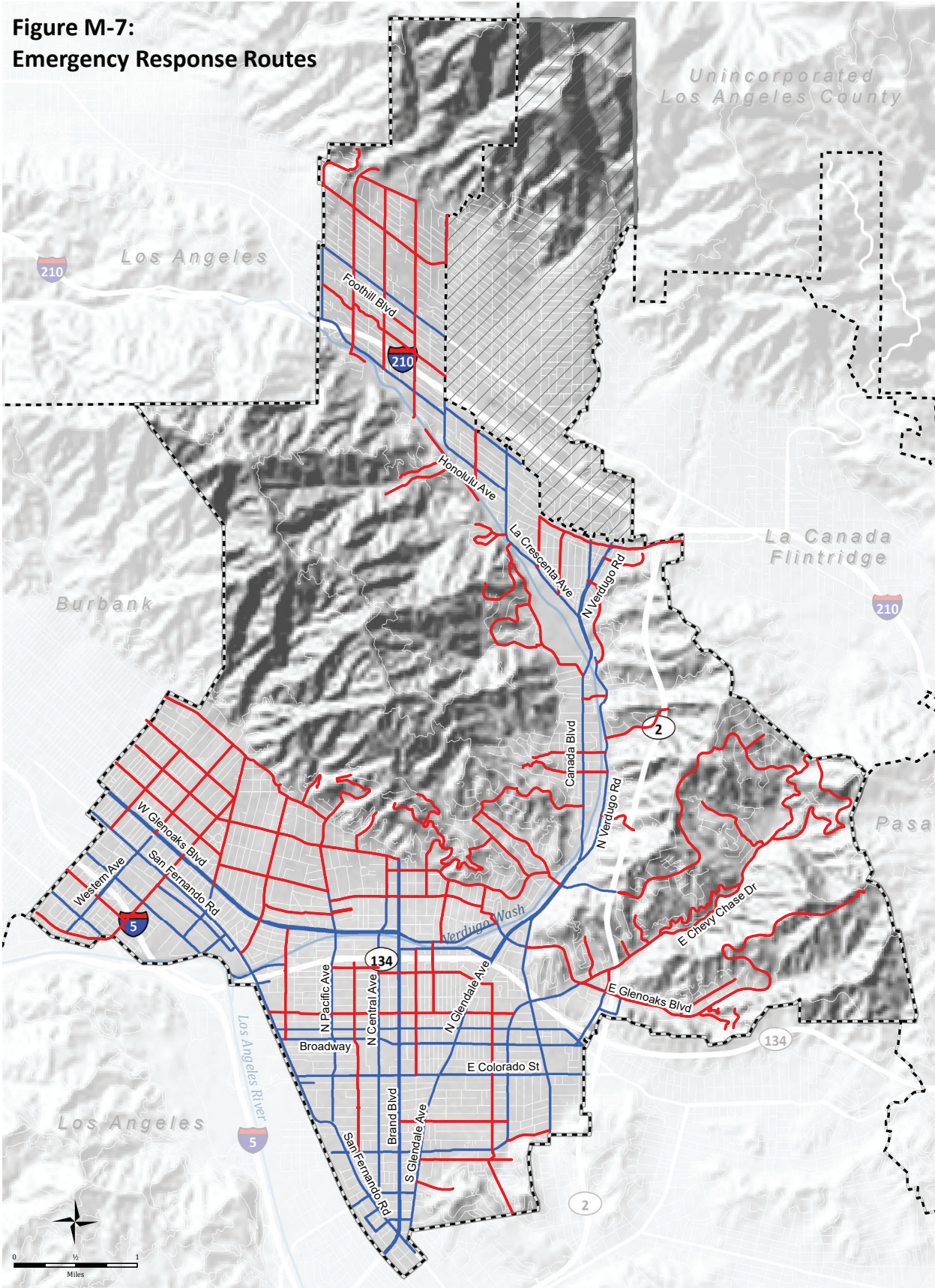


Figure M-6b:
General Plan Buildout (Year 2045)
Daily Vehicle Traffic Volumes (in thousands)

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).