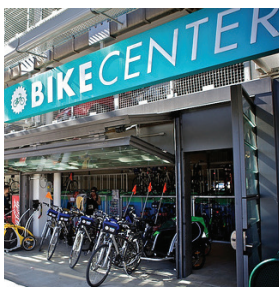


MOBILITY

6

The Downtown Specific Plan considers transportation as a means to accomplish the community’s vision and goals for downtown in the realm of economic development, excellence in urban design, environmental quality, and quality-of-life for all residents. The Downtown Specific Plan mobility policies maximize the accessibility, safety, and efficiency of the Downtown transportation system for all users, including pedestrians, transit passengers, cyclists, and drivers of both personal and commercial vehicles.

6.1 MOBILITY POLICIES



6.1.1 Local Circulation & Regional Connections

- A. Maintain acceptable levels of local circulation in the DSP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles.
- B. Develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses.
- C. Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets.
- D. Maintain, re-establish, and enhance the multi-modal use of Downtown alleys as an integral part of the Downtown transportation system.
- E. Continue the Citywide Safe Routes to School (SRTS) safety improvements to increase the number of students who walk and bike to school.
- F. Sustain ongoing SRTS education program to educate and encourage students to walk and bike to school safety.

6.1.2 Land Use and Transit

- A. Link land use and transit development policies to maximize transit use and convenience in Downtown.
- B. Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets.
- C. Make street and transit stop improvements to facilitate the safety, attractiveness and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as weather protection, and real time trip information, and other improvements.

6.1.3 Multi-Modal Future

- A. Increase transportation choices by providing viable alternatives to exclusive reliance on the auto for Downtown residents and visitors.
- B. Through sound land use and transportation planning, emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety.
- C. Consider the development of mobility devices including bicycle, electronic bicycle and electronic scooters as a mode of transportation.

6.1.4 Encourage Bicycle Travel

- A. Provide designated bicycle routes with lane markings and signage within and to and from major downtown destinations.
- B. Include bicycle parking, showers, and lockers to promote bicycle commuting in new development.
- C. Include bicycle parking in streetscape improvements.
- D. Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

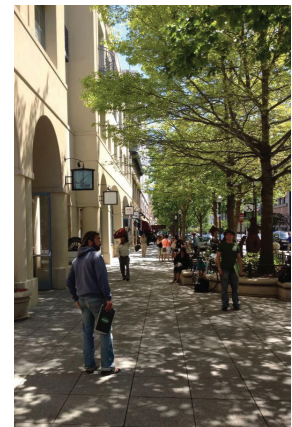
6.1.5 Encourage Pedestrian Activity

- A. Provide a high level of pedestrian amenities throughout the downtown area. Minimize interruptions, such as areas for loading and trash collection, and parking garage entries, in sidewalks designated for pedestrian priority,
- B. Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts.
- C. Consider the special mobility requirements of the young, the elderly, and wheelchair or mobility impaired users of the sidewalk network.
- D. Promote increased walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.



6.1.6 Parking Management

- A. Maximize the efficiency of existing and future parking facilities.
- B. Create a Transportation Management District to manage parking supply and revenue policies. The District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies which provide incentives for transit use for employees, and other downtown transportation programs and incentives.
- C. Use shared parking where possible and establish operations guidelines and standards to minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods.
- D. Require a certain portion of on-site parking for motorcycle, bicycle, and carpool/carshare vehicle parking in addition to automobile spaces.
- E. Maximize the efficiency of parking by managing prices to correspond with activity and demand patterns.
- F. Where an existing parking structure can be shown through parking studies to provide more parking than required for an existing facility, excess parking may be converted to other uses or parking should be made available for shared use. At off-peak times where parking is not in use by a facility, parking should be made available for shared use.
- G. Reform preferential parking permit program to protect downtown-adjacent neighborhoods from spillover parking problems.



6.1.7 Reduce Traffic & Parking Impacts on Neighborhoods

Through a strategic hierarchy of pedestrian-oriented and transit and vehicular-oriented streets in Downtown, parking management, Transportation Demand Management (TDM) incentives, transportation systems management (TSM), and key infrastructure improvements, work to minimize traffic and parking spillover into downtown-adjacent neighborhoods. These strategies, combined with a 1st/last mile improvements, will promote active transportation modes and reduce vehicle miles traveled in the DSP area.



6.2 MOBILITY NETWORK

The mobility network shows the proposed hierarchy and priority of transportation modes on existing streets. It also shows potential opportunities to expand this network with new streets. The network map shows a new street classification which includes Pedestrian Priority Streets, Transit Priority Streets, Bicycle Priority Streets and Auto Priority Streets and a methodology to balance the sometimes competing needs of these different modes.

Signature Streets - Brand Boulevard and Broadway are designated Signature Streets due to their unique identity. Brand Boulevard is Glendale's "Main" street and Broadway is the signature connection between the Downtown core and the Civic Center.

Primary Pedestrian Streets give first priority to creating excellent conditions for pedestrians. This designation is usually most important on primary retail and transit corridors, but also desirable on many residential streets. Typically, this means wide sidewalks, fine streetscapes, curb parking to buffer pedestrians from passing traffic, and frequent safe crossings. All primary transit streets should be considered primary pedestrian streets.

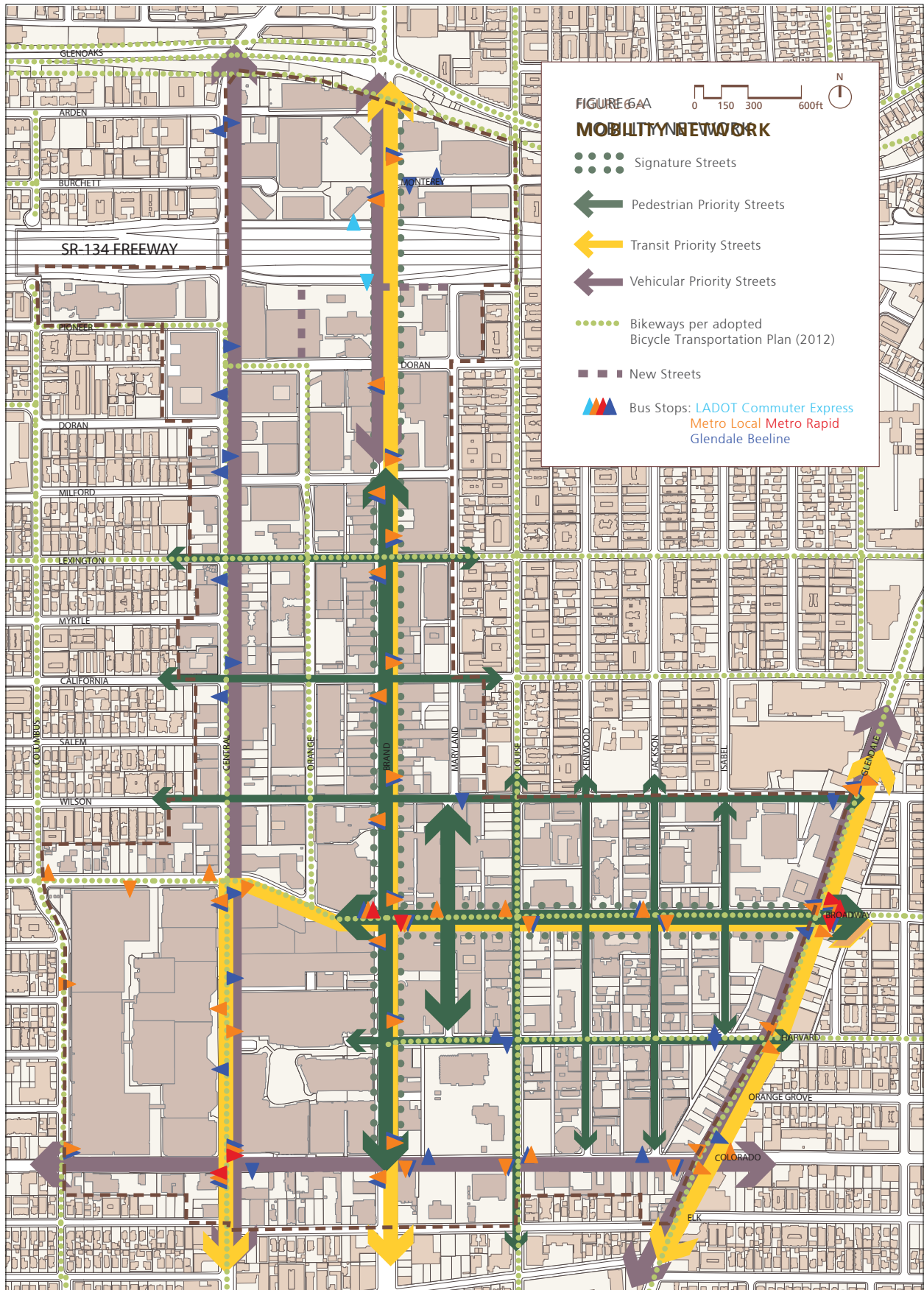
Primary Transit Streets give first priority to moving transit, even at the expense of some loss of performance for auto traffic. On these streets, measures such as signal prioritization, queue jumps or exclusive bus lanes should be installed and first priority should be given for investments in transit amenities, such as better shelters and next bus arrival time information. The web of transit priority streets will create a Primary Transit Network to provide fast, frequent, convenient transit access throughout Glendale.

Primary Bicycle Streets are the key streets in the bicycle network. Bicycle streets do not necessarily require eliminating auto or parking lanes to create a separated bicycle lane, but may be designated as a bicycle route because of their topography and minimal auto/transit conflicts.

Primary Auto Streets give first priority to moving automobile traffic and will greatly resemble the existing definition of a primary arterial street in Glendale. For example, Central Avenue and Colorado Street are the primary vehicular connectors of Downtown with the regional freeway networks and other communities. Therefore these streets are the primary auto streets in Downtown, where vehicular through traffic as well as truck and service delivery traffic should be directed. Parts of both Central and Colorado are also major bus routes for regional service such as Metro buses which will require balancing as described below.

Some streets will be multi-function streets, designated both Primary Transit and Primary Auto. Balancing the needs of different modes of transportation as they compete for limited space on Glendale streets is crucial. This new street classification should establish a rational, practical method of compromise whereby the net gain for the community can be maximized while the net impact on different modes and context can be minimized.

New streets are identified as necessary to improve the street grid.



6.3 MOBILITY STANDARDS & GUIDELINES

6.3.1 Key Street Sections

- A. **Brand Streetscape:** Use dramatic street trees to divide extra wide right of way into wide sidewalk area, transit priority right of way. Consider role of diagonal versus parallel parking in providing a pedestrian buffer from moving traffic and defining spaces. Look at “flexible street” design where parking area can be converted to outdoor market or special event space. Consider kiosks or other features within ROW.
- B. **Central Streetscape:** Include substantial street trees and pedestrian improvements, but recognize role in accommodating through regional traffic and linking 134 and Colorado. This can be a combination of primary and secondary transit boulevards lined by moderate density 4-6 story residential and mixed-use buildings.
- C. **Orange Streetscape:** Develop pedestrian-scaled street with narrower Right of Way, linking network of open spaces created in conjunction with residential development. Restrict cars to slow speed, but recognize need for easy access to many existing parking garages off Orange.



ABOVE: Street trees and pedestrian improvements support pedestrians and transit patrons on transit corridors.

BELOW: Expand the network of bicycle lanes or bicycle boulevards to provide continuous and safe access throughout Glendale.

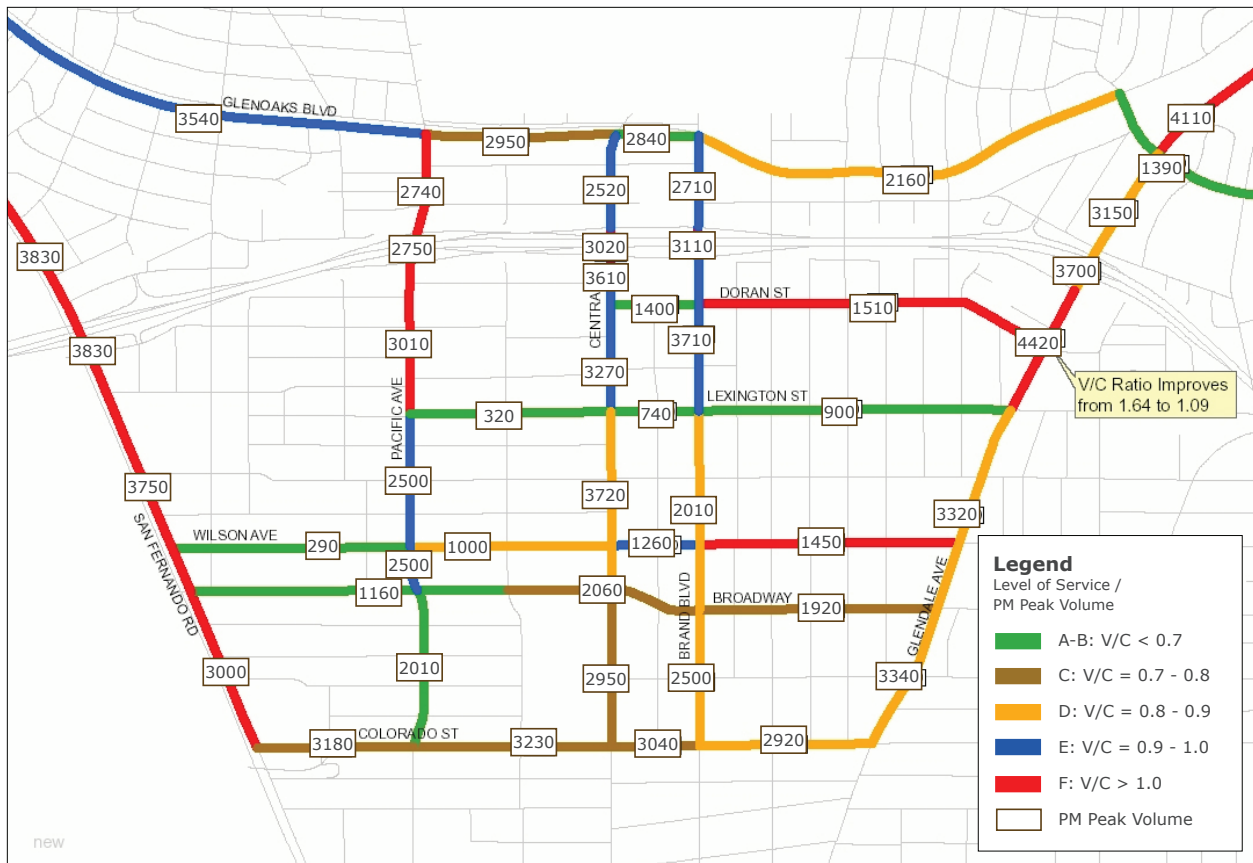


6.3.2 Orientation of New Development in Relation to Pedestrians & Vehicular-Oriented Streets

- A. Pedestrian entrances to new development should be located on designated pedestrian-oriented streets where applicable.
- B. Vehicular access and garage entrances for new development should be located on rear alleys when available or side streets.
- C. Pedestrian entrances should be conveniently located in relation to transit stops and pedestrian crosswalks.

6.3.3 Bicycle Routes & Facilities

- A. Construct a continuous network of bicycle lanes or bicycle boulevards to enable access throughout Glendale
- B. Provide ample public bicycle storage, especially near commercial areas, transit hubs and large employers
- C. Provide secure bicycle storage, showers and lockers at major employers and city facilities as required by the Glendale Municipal Code.
- D. Expand education and marketing through promotional events and financial incentives
- E. Publish and distribute comprehensive bicycle maps of routes, facilities, and parking
- F. Prioritize police enforcement of traffic safety violations that endanger cyclists
- G. Require secure bicycle parking at residential developments



ABOVE: 2030 Projected Level of Service at PM Peak Hour with Downtown Specific Plan Short Term Improvements

6.3.4 Roadway Standards

Implement multi-modal street performance measures:

- Auto Level of Service (already adopted and utilized)
- Transit Quality and Level of Service-including frequency, span of service, reliability, loading, travel speed
- Pedestrian Level of Service
- Bicycle Level of Service
- Freight Level of Service
- Develop Vehicle Miles Travel (VMT) threshold to evaluate project’s transportation impacts and compliance with Senate Bill 743.

6.3.5 Parking

A “Park Once” district optimizes the customer/visitor experience to Downtown Glendale by providing ample centralized parking options within walking distance of many downtown attractions. It encourages a visitor to park once and walk between multiple destinations which encourages retail activity and creates a lively downtown environment. A “Park Once” District also maximizes the efficiency of all parking spaces downtown which reduces the need for construction of expensive new lots and garages and permits better urban design.

- A. Create a “Park Once” District to publicly manage the largest possible pool of parking spaces.
- B. Allow guest parking in residential development to be shared.

- C. Allow shared parking arrangements for new development in lieu of construction of unnecessary required off-street parking spaces
- D. In developments where more parking exists than is needed to satisfy demand, provide incentives to share parking spaces or make available for public use.
- E. Encourage/require that parking be made available for shared or public use during off-peak times when parking is not in use by a facility.

The City will encourage the construction of consolidated parking facilities that are capable of expanding to meet future parking demands. Consolidated parking uses may provide parking spaces in private, public, or joint development structures to satisfy off-street parking requirements for adjacent and surrounding properties. When a consolidated parking structure is complete, surrounding commercial uses may apply to use spaces within such a structure toward the required parking for their use with parking in-lieu fees. Commercial sites may lease out additional parking spaces that are in excess of their required parking through the parking use permit program (Chapter 30.32 of the Glendale Zoning Code). The cap on the excess number of parking may be adjusted if the original use of the commercial site is changed. When reviewing permit applications, the City will give priority to uses that:

- Share parking with other uses;
- Provide incentives to use alternative transportation sources beyond those required by the City’s Transportation Management Ordinance.

The City will encourage the efficient use of parking within proposed development, and permit the zoning requirements for parking to be satisfied with the following techniques:

- Tandem parking no more than 2-cars deep with approved parking plan and meeting parking stall and driveway dimensions and all other parking design standards shall be permitted by right.

- Vertically stacked parking systems or tandem parking with approved valet service more than 2-cars deep, or not meeting a parking design standards, may not be exempted from design review and shall be subject to the approval of the design review authority.

6.3.6 Transportation Management

Oftentimes it is more cost-effective and more supportive of livability goals to manage transportation demand rather than increase supply. Several transportation demand management (TDM) policies and incentives may be implemented in the DSP area in order to reduce vehicle congestion and person delay and increase the number of downtown trips made by transit, bicycle, and on foot.

- A. Strengthen existing Transportation Management Association.
- B. Establish Downtown Transportation Resource Center.
- C. Provide Universal Transit passes to all downtown employees and residents.
- D. Require parking cash-out for all new and existing commercial development.
- E. Require unbundling parking prices for all residential development.
- F. Establish a car sharing program.
- G. Establish a special events / holiday traffic management plan.

