



INTRODUCTION

Accessibility is an important ingredient which contributes to our quality of life. The ability to obtain goods and services efficiently around the City has helped make Glendale a very desirable place in which to live and work. This element of the General Plan addresses the movement of people, goods, energy, water, sewage, storm drainage and communications. Whether one drives, bicycles, walks, or rides on a bus, it is important that these methods of travel meet current needs and demands of Glendale's future growth. Glendale's Strategic Plan (adopted in October 1995) strives:

"To develop a multi-modal transportation system that efficiently facilitates the movement of people and goods both locally and regionally, and is directly linked to other public policy objectives."

In order to accomplish this, Glendale has placed an emphasis on public transit, increased street efficiency, parking policies that are part of the transportation system, and an integration of the transportation system with other public policies such as land use, housing, and employment. This element supports the City's Strategic Plan.

PREVIOUS CIRCULATION ELEMENT

The last comprehensive Circulation Element was adopted by the Glendale City Council in 1976. Since that time, Glendale has grown by 55,000 people, a forty percent increase. Employment in the city has also grown substantially, supported by a vibrant downtown Central Business District. However, Glendale has not had a commensurate increase in the capacity of its street system. The number of streets has increased eleven percent from 826 in 1976 to 900 today. The number of street miles also has grown eleven percent, from 340.6 miles in 1976 to 368.2 miles today. These increases have occurred almost entirely in Glendale's hillsides as a result of new subdivision development. Concurrently, Glendale's downtown streets have experienced great increases in traffic. These streets have not been substantially widened because of their narrow public rights-of-way which were created as part of Glendale's original subdivisions.

CURRENT ELEMENT FOCUS

This Circulation Element responds to the changes in the City and in transportation planning since 1976. The

Element selects transportation goals for the year 2010 and identifies policies and programs to achieve these goals, and assesses their consistency with other planning efforts.

Current transportation planning efforts highlighted in this Circulation Element include:

- Transportation Systems Management (TSM) programs such as synchronized signals and other controls which have played an important part in accommodating additional traffic since 1976;
- Transportation Demand Management (TDM) techniques, including carpooling and parking management programs which have been implemented by many of Glendale's employers to comply with air quality regulations and to reduce the number of parking spaces needed;
- Traffic calming programs which have been suggested in the Neighborhood Task Force planning process to discourage the infiltration of through traffic into residential neighborhoods as commuters seek alternatives to congested arterials; and,
- Sustainable community planning which has combined land use and transportation planning to reduce the need to drive for everyday activities by creating mixed-use and pedestrian friendly development.

These programs represent creative approaches to improving accessibility in Glendale. The more traditional capital-intensive road-widening projects are becoming less feasible as many crucial arterials have already been widened. Further widening greatly increases both construction and ancillary costs, which generally renders such proposals infeasible within the time frame of this element.

ORGANIZATION OF THE DOCUMENT

The Circulation Element is organized into three main chapters. The first chapter summarizes the findings of the Circulation Element. Chapter 2 identifies the City's goals and objectives along with implementation policies and programs to achieve the goals and objectives. Chapter 3 documents current issues, facilities and trends, and projects future demands on the Circulation system. The policies and programs identified in Chapter 2 were created to address future demands projected in Chapter 3. A glossary and reference section are included at the end of this document

to help the reader with technical terms, acronyms, and sources of information.

AUTHORITY AND USE OF THE CIRCULATION ELEMENT

California law (Government Code Section 65300 et. seq.) requires each city to have a comprehensive long-term general plan with seven mandatory elements (land use, circulation, housing, conservation, open space, noise, and safety). In addition to the seven required elements, Glendale has adopted seismic safety, recreation, historic preservation, air quality, and community facilities elements of its general plan. State law (Government Code Section 65302) requires the Circulation Element to address, at a minimum, the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, while complementing the land use element of the general plan. This Circulation Element fulfills the pertinent requirements of State law.

Future development in Glendale is more dependent upon transportation infrastructure than any other factor. Exhibit 1-1 shows the relationship the Circulation Element has with the Land Use Element as well as other elements of the General Plan.

The Circulation Element reflects statewide, regional, and local policy and planning efforts, and guides development standards and infrastructure funding decisions. Exhibits 1-2 depicts the various regional and statewide programs which influence the element, along with local uses of the document.

PUBLIC PARTICIPATION

The State, as well as the City, acknowledges the importance of public participation in the preparation of the Circulation Element of the General Plan. State law (Government Code Section 65351) specifies that: "During the preparation or amendment of the general plan, the planning agency shall provide for opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate."

The Circulation Element is a cooperative effort sponsored by the Planning Division and Public Works Division. During this process, two groups were formed: a Task Force and a Technical Working Group. The Task Force was composed of 15 representatives of various interests throughout the community. Representatives were chosen from city commissions, business community, neighborhood groups,



and homeowners associations. The Task Force was charged to review the background report and form circulation goals, objectives, policies and programs for the community. The Task Force met on monthly basis for one year to prepare its recommendations. The Technical Group represented city staff from seven divisions and departments to provide technical assistance and identify long range policies and programs.

The Transportation and Parking Commission and Planning Commission held a joint public hearing on June 29, 1998 to consider this element. Both commissions unanimously recommended its adoption. On August 25, 1998, the City Council adopted this element as part of the City's Comprehensive General Plan.

EXHIBIT 1-1

RELATIONSHIP OF THE CIRCULATION ELEMENT TO THE MOST CLOSELY RELATED ELEMENTS

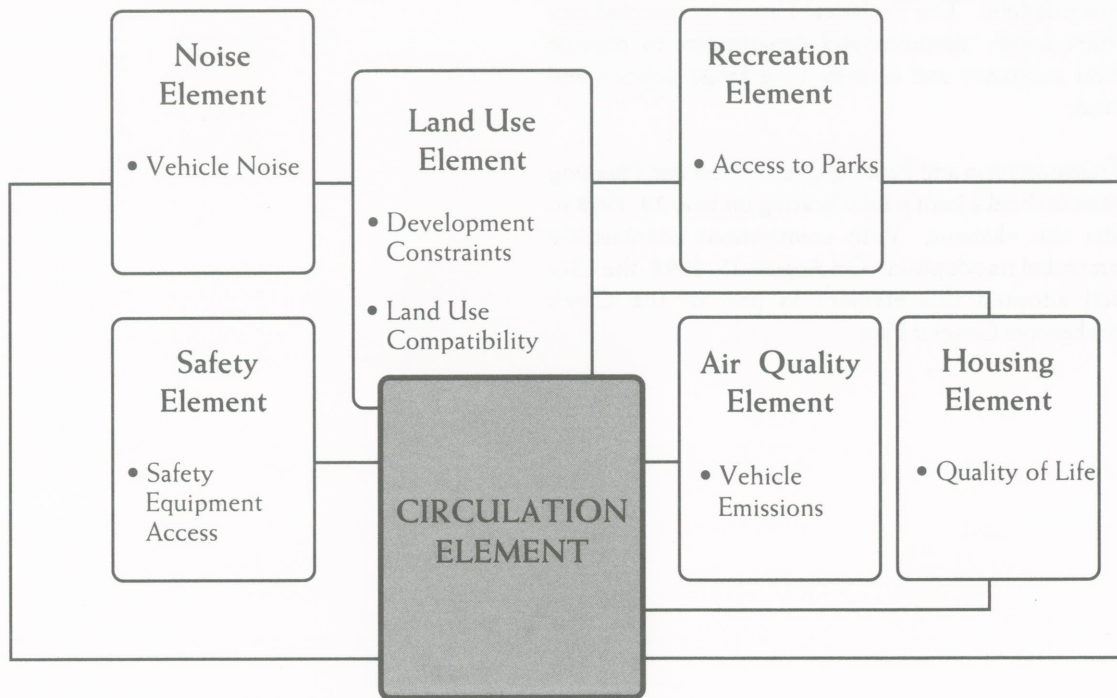


EXHIBIT 1-2

RELATIONSHIP OF THE CIRCULATION ELEMENT TO REGIONAL PLANS AND OTHER CITY PLANS

