

# STREET CAPACITY ENHANCEMENTS

Auto access will continue to be a key part of the economic health of the downtown. While most streets in Glendale are at the point where their widths cannot easily be further increased, there are some locations where motor vehicle capacity can usefully be enhanced. Glendale's Primary Auto Streets (such as Central Avenue, Colorado Street and Glendale Avenue) are intended to give first priority to moving automobile traffic. This chapter describes the specific capacity enhancements proposed for these Primary Auto Streets and for the freeway interchanges (and certain associated streets, such as the frontage roads) serving downtown.

Taken together, these capacity enhancements will provide significant additional capacity for automobile traffic into and out of downtown, doing what can reasonably be done to add capacity given the constraints of existing buildings, freeway interchange locations, and other aspects of the existing downtown environment.

# 3

### 3.1 PRINCIPLES

While it is not possible for Glendale to build its way out of traffic congestion, a multi-modal mobility plan must consider the needs of automobile drivers. Auto access is and will continue to be a key part of the economic health of the downtown. Where feasible, on those streets where first priority is given to moving automobile traffic, a set of capital improvements is proposed to increase automobile capacity. This leads to the following principle:

*Glendale's Primary Auto Streets (such as Central Avenue, Colorado Street, and Glendale Avenue) are intended to give first priority to moving automobile traffic. On the streets, a capacity enhancement and freeway access improvement program will be completed.*

Many of the proposed capacity enhancements included in this chapter are already included as mitigation measures for the Town Center development. Implementing these core improvements will create the framework for longer term improvements on those streets.

### 3.2 SUMMARY OF RECOMMENDATIONS

**Recommendation 3.1**

Implement a capacity enhancement and freeway access improvement program for Glendale Avenue, Colorado Street, Central Avenue, and the appropriate freeway interchanges and frontage roads, as depicted in the Appendix A of the *Downtown Specific Plan*.

- a. Develop and submit to Council a plan to implement the street capacity enhancement improvements not requiring the acquisition of rights-of-way identified in Appendix A of the DSP no later than July 1, 2007.

- b. Implement a capacity enhancement and freeway access improvement program for improvements not requiring acquisition of rights-of-way no later than December 31, 2010 (as identified in Appendix A of the DSP).

- c. Implement street capacity enhancement improvements that do require the acquisition of rights-of-way identified in Appendix A of the DSP as opportunities develop and funding allows.

### 3.3 DISCUSSION OF RECOMMENDATIONS

As part of the *Downtown Specific Plan*, the City of Glendale has adopted a significant capacity enhancement and freeway access improvement program for Glendale Avenue, Colorado Street, and Central Avenue, as well as certain freeway interchanges and frontage roads. This capacity enhancement and freeway access improvement program is defined and depicted in the "*Downtown Mobility Study - Freeway Access and Capacity Enhancements*" report submitted to the City Council on October 3, 2006, and more specifically in Appendix A of the *Downtown Specific Plan*. The planned and proposed capacity enhancements are illustrated and described below.

#### Recommendation 3.1

Implement a capacity enhancement and freeway access improvement program for Glendale Avenue, Colorado Street, Central Avenue and the appropriate freeway interchanges and frontage roads, as depicted in the Appendix A of the *Downtown Specific Plan*.

- a. Develop and submit to Council a plan to implement the street capacity enhancement improvements not requiring the acquisition of rights-of-way identified in Appendix A of the DSP no later than July 1, 2007.
- b. Implement a capacity enhancement and freeway access improvement program for improvements not requiring acquisition of rights-of-way no later than December 31, 2010 (as identified in Appendix A of the DSP).
- c. Implement street capacity enhancement improvements that do require the acquisition of rights-of-way identified in Appendix A of the DSP as opportunities develop and funding allows.

#### Capacity Enhancements

The capacity enhancements recommended in the *Downtown Mobility Study* build on mitigation measures already anticipated as part of the Town Center project. These mitigations include improvements on the key auto streets — Colorado, Central, and Glendale Avenue. The initial mitigations are expected to be implemented in time for the opening of the Town Center in 2008.

#### Colorado Street

**Colorado Street** between Central and Brand will be widened from two lanes to three travel lanes plus a center left-turn lane in each direction (as shown in Figure 3-1A). This is a continuation of the dimensions of Colorado adjacent to the Galleria (7 lanes). Minimal widening will occur on Colorado between Brand and Glendale in the short term. In the long term more substantial widenings will occur and parking prohibitions will go into effect on the north and south sides of the street. The roadway widenings on Colorado will require moving curbs back on both sides of the street (see Figure 3-1A).

After mitigation measures on Colorado are complete, longer range plans for Colorado Street between I-5 and Central will increase capacity from two through travel lanes to three lanes in both directions, from a total of 5 to a total of 7 lanes across. Currently there is no on-street parking on either side of Colorado west of Pacific. These enhancements are contingent on redevelopment over time, as acquisition of approximately 12 feet of additional right-of-way will be required (as shown in Figure 3-1B). Colorado Street between Brand and Glendale will be widened and parking removed on both sides to increase the existing two eastbound lanes to three and, in addition, to provide a continuous center left-turn lane.

### ***Central Avenue***

The Town Center plan requires **Central Avenue** between Colorado and Wilson to be widened from two lanes to three lanes in each direction plus a center left-turn lane (as shown in Figure 3-2A). This will require moving curbs between Colorado and Broadway and a combination of moving curbs and parking restrictions between Broadway and Wilson. Parking will be prohibited at all times on the northbound side of Central and parking will be prohibited at the pm peak on the southbound side of Central (see Figures 3-2A and 3-2B)

Beyond the Town Center mitigation project, Central Avenue between Wilson and Lexington will increase from two lanes to three lanes in each direction which will require minor moving of curb lines on both sides of the street (as shown in Figure 3-2B). Central between Lexington and SR-134 will increase from two lanes to three lanes in the southbound direction with no changes for the northbound side (which is already three lanes in these blocks). The southbound increase will require curbs to be moved outward by two feet on both sides of the street. A more substantial 10-foot widening on the east side between Doran and Sanchez would occur as part of an adjacent parcel's redevelopment.

### ***Glendale Avenue***

Mitigation measures for **Glendale Avenue** between Harvard and Broadway include on-street parking restrictions on the northbound side of the street during the PM peak to allow for a third lane of northbound traffic from 4 pm to 6 pm (as shown in Figure 3-3). This will not require any widening of the existing roadway.

Longer term, Glendale Avenue between Broadway and Doran will be increased from two lanes to three lanes in the northbound direction during the PM peak (4-6 pm) with no change in the southbound lanes (as shown in Figure 3-3). This will only require a parking prohibition during the PM peak on the east side from Broadway to California. From California to Lexington this will require widening on both sides of the street; the eastern widening will also require right-of-way acquisition. Between Lexington and Doran this will require a tapering widening from 4 feet to zero feet on the eastern side of the street.

### ***Freeway Access Enhancements and Street Extensions***

The following changes are proposed for improving freeway access:

- ◆ Restripe Goode Avenue to add a fourth westbound travel lane. Widen Sanchez Drive on the south side and restripe to add a fourth eastbound travel lane (as shown in Figure 3-4).
- ◆ Extend Orange Street north to Goode Avenue (as shown in Figure 3-5), including right-of-way acquisition (currently a 1,000-space parking garage is on this site).

There are various options for Sanchez Drive which remain under consideration and will require further study:

- ◆ Extend Sanchez east to Maryland Avenue as an eastbound one-way (as shown in Figure 3-6).
- ◆ Extend Sanchez further east as a two-way street to Geneva (as shown in Figure 3-7), including right-of-way acquisition.
- ◆ Extend Sanchez to Geneva as an eastbound one-way and convert Monterey Road to one-way westbound between Geneva and Brand (as shown in Figure 3-8).

Another option in the long term for improving freeway access is to extend Monterey Road over Verdugo Wash with a bridge to connect to Glenoaks Boulevard (as shown in Figure 3-9). This would require right-of-way acquisition as well as a partial street closure on Glenoaks Boulevard.

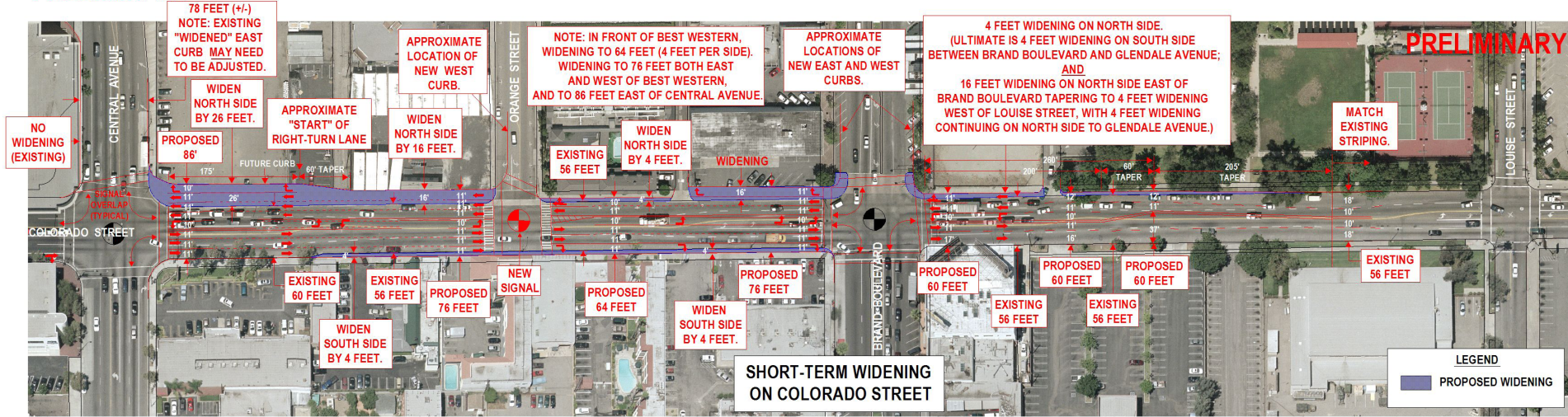
The cumulative freeway access enhancements and street extensions are shown in Figure 3-10 (with Sanchez as a two-way to Geneva) and Figure 3-11 (with Sanchez as a one-way to Geneva).

### **3.3.2 CONCLUSIONS**

As described in previous chapters, **Primary Auto Streets** are intended to give first priority to moving automobile traffic. The package of capacity enhancements proposed in this chapter will provide significant additional capacity for these Primary Auto Streets and for the freeway interchanges (and certain associated streets, such as the frontage roads) serving downtown. Taken together, these capital projects will maximize traffic flow into and out of downtown, within the constraints of existing buildings, freeway interchange locations, and other aspects of the existing downtown environment.

Figure 3-1A Proposed Capacity Enhancements for Colorado Street

**PRELIMINARY**



**PRELIMINARY**

**SEE ABOVE FOR COLORADO BETWEEN CENTRAL AVENUE AND BRAND BOULEVARD**

**PRELIMINARY**

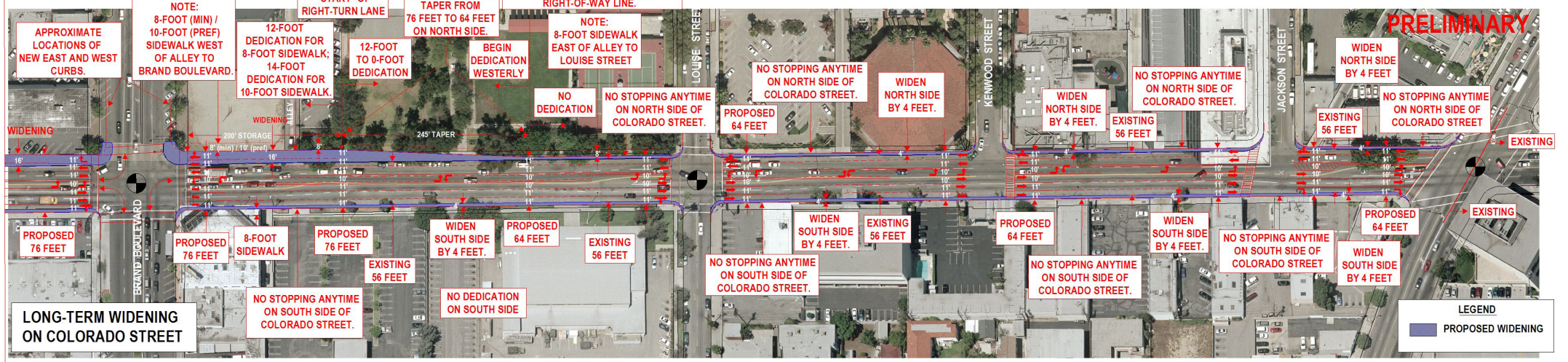
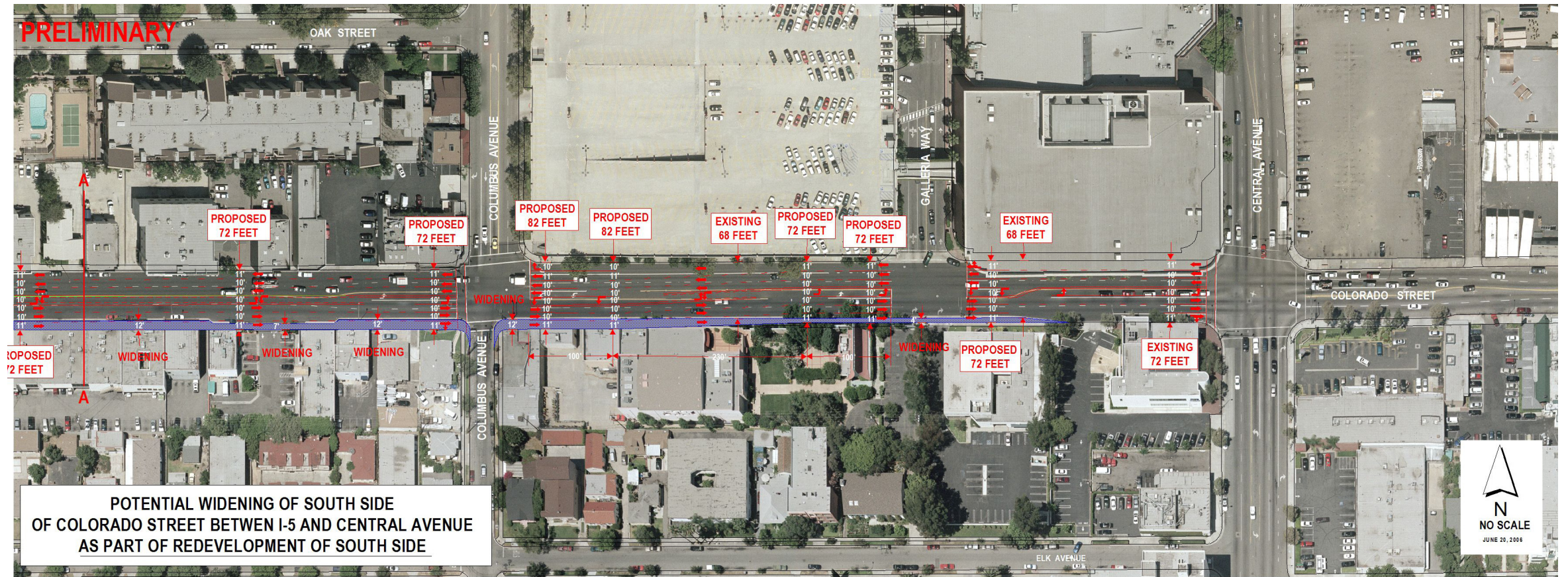


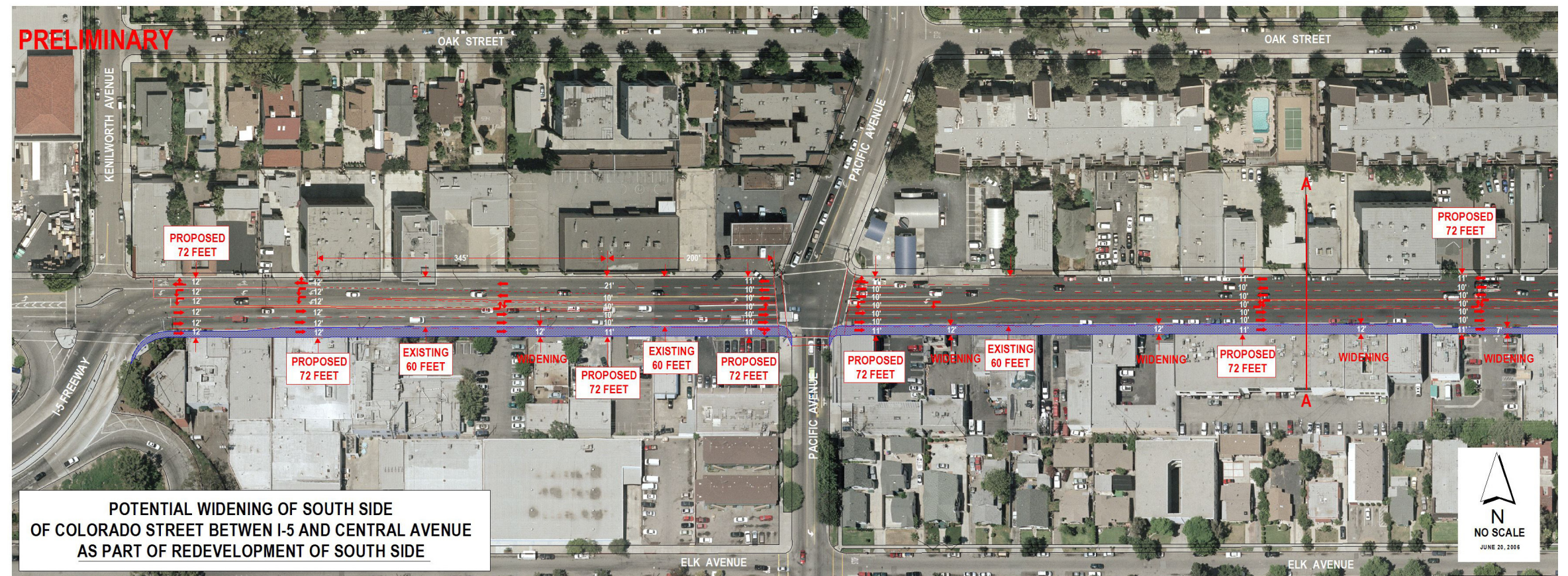




Figure 3-1B Proposed Capacity Enhancements for Colorado Street



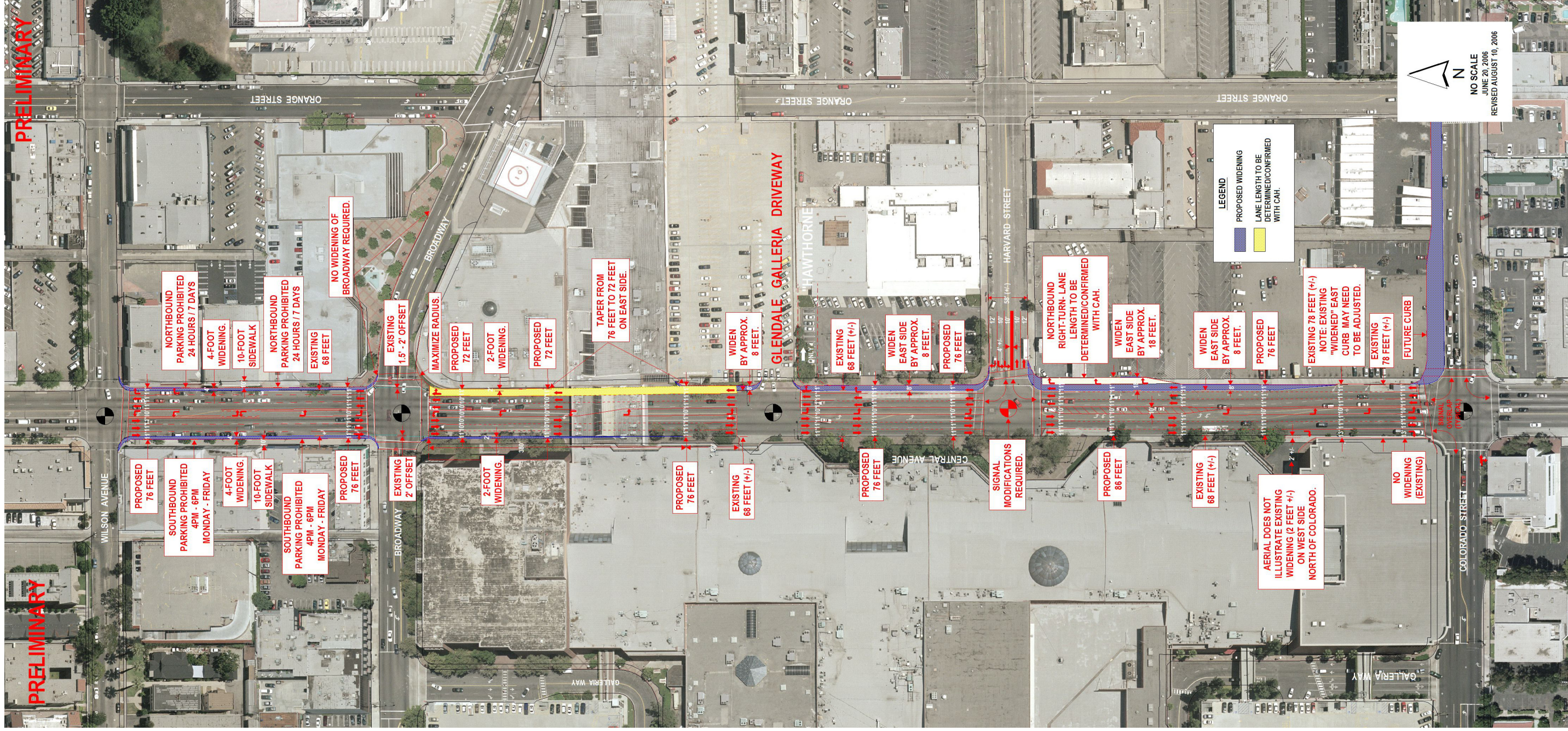
SOURCE: PUBLIC WORKS - TRAFFIC & TRANSPORTATION DIVISION



SOURCE: PUBLIC WORKS - TRAFFIC & TRANSPORTATION DIVISION



Figure 3-2A Proposed Capacity Enhancements for Central Avenue



**PRELIMINARY**



**Figure 3-2B Proposed Capacity Enhancements for Central Avenue**

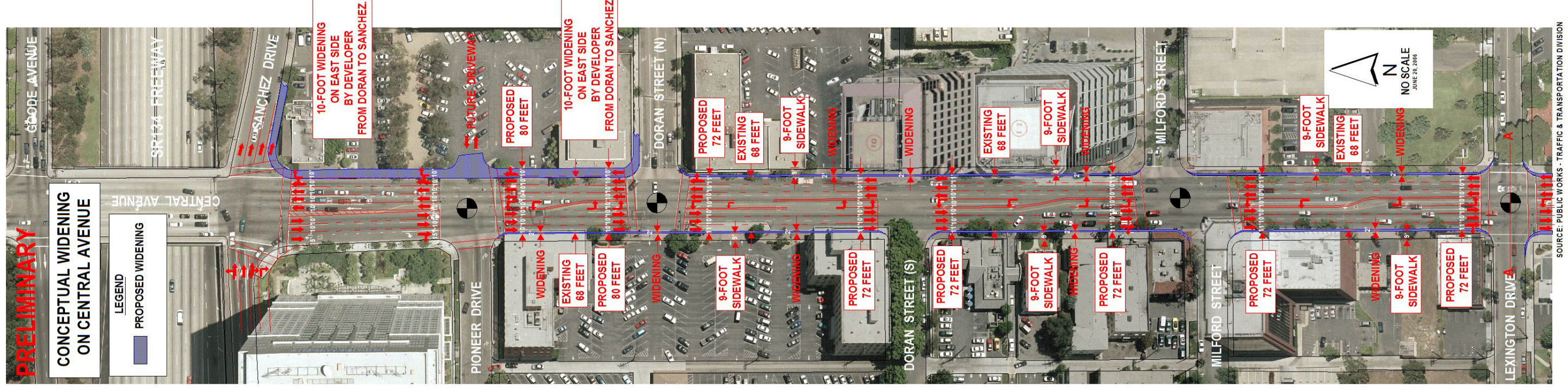
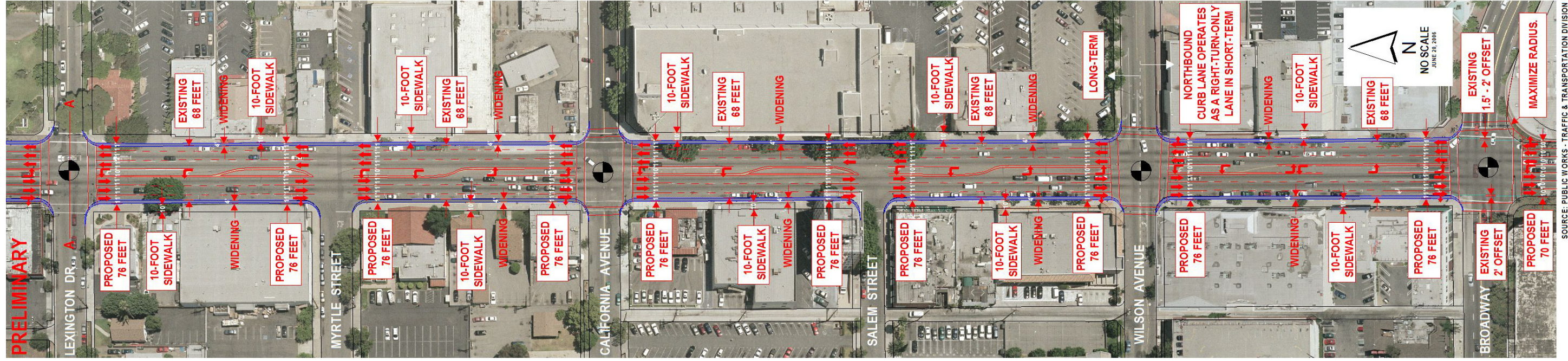










Figure 3-4 Proposed Freeway Access Enhancements for Goode Avenue and Sanchez Drive

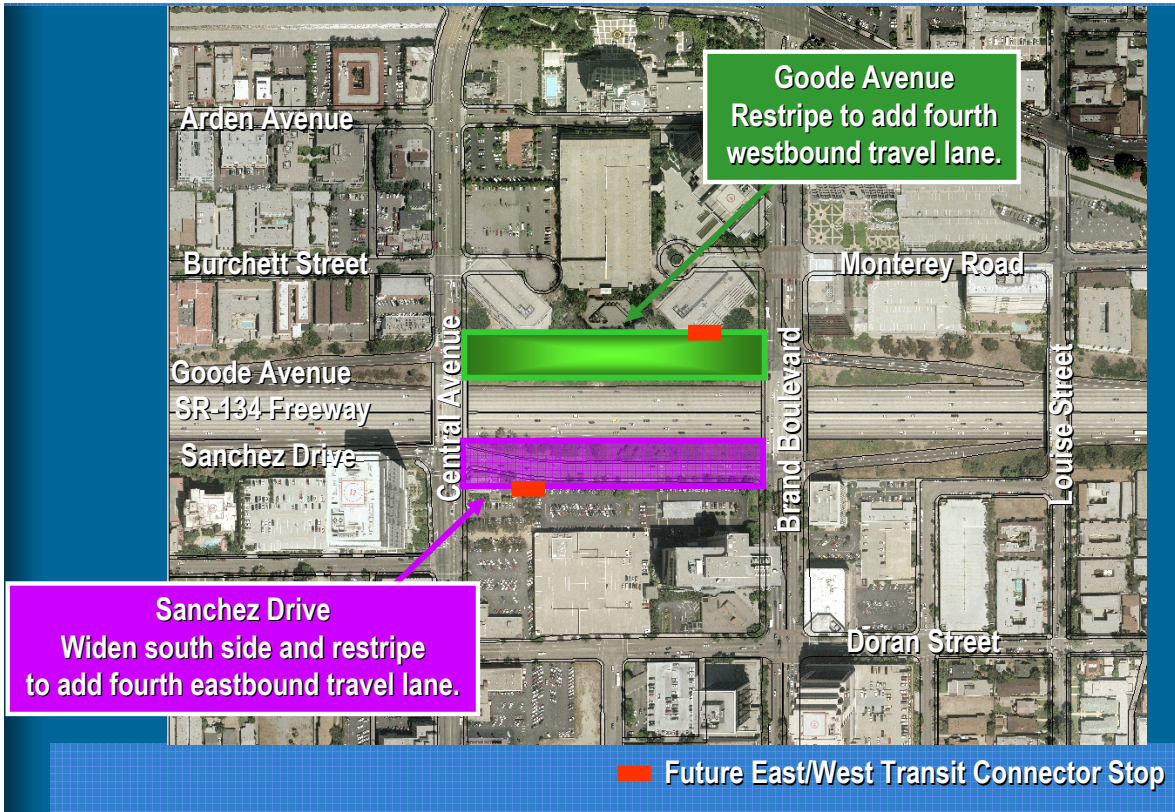
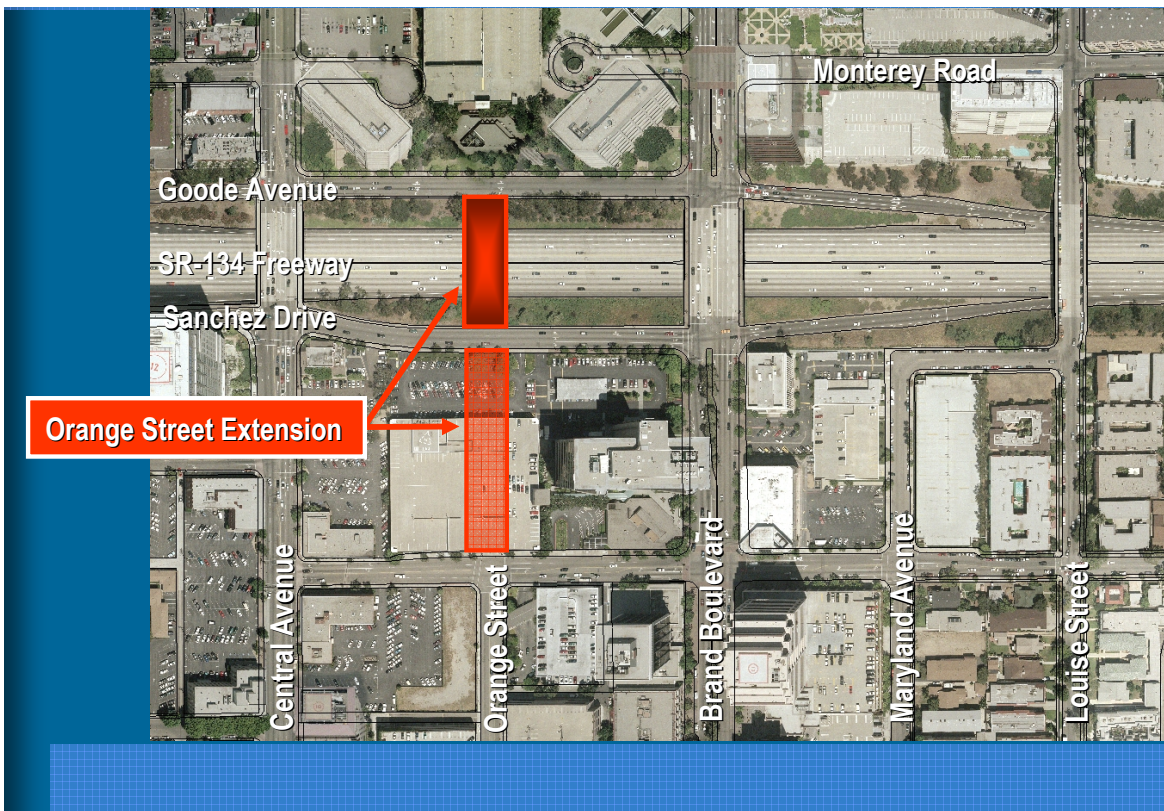


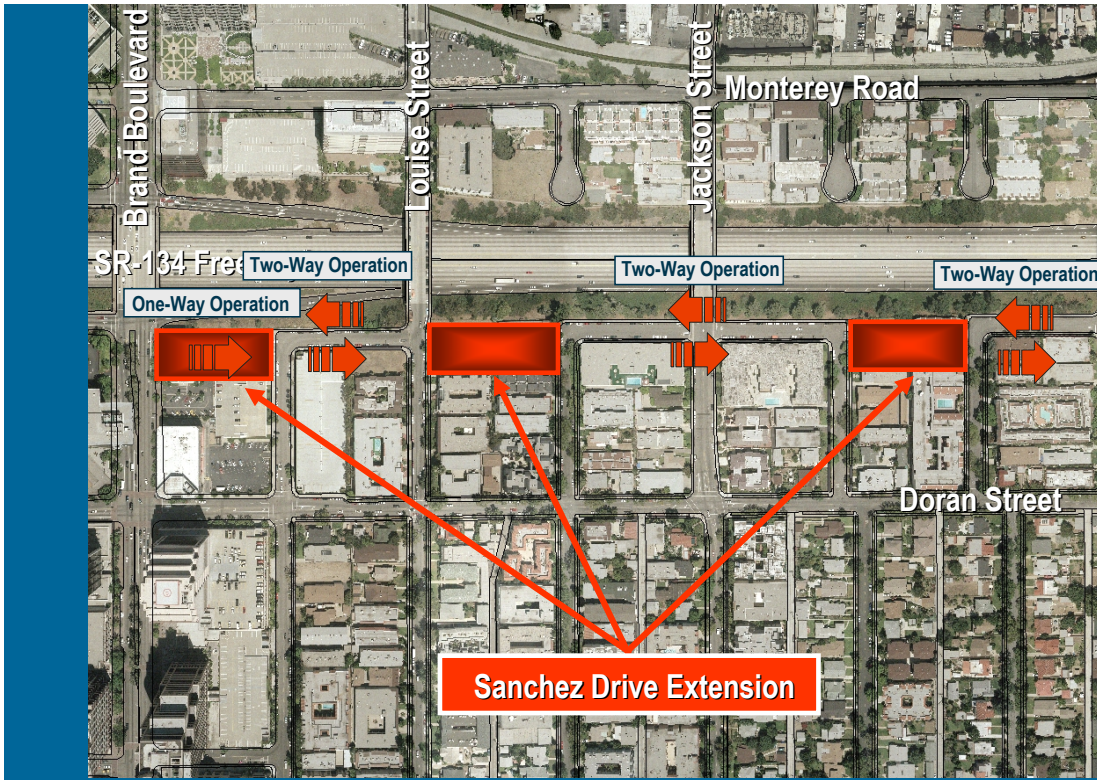
Figure 3-5 Proposed Freeway Access Enhancements for Orange Street Extension to Goode Avenue



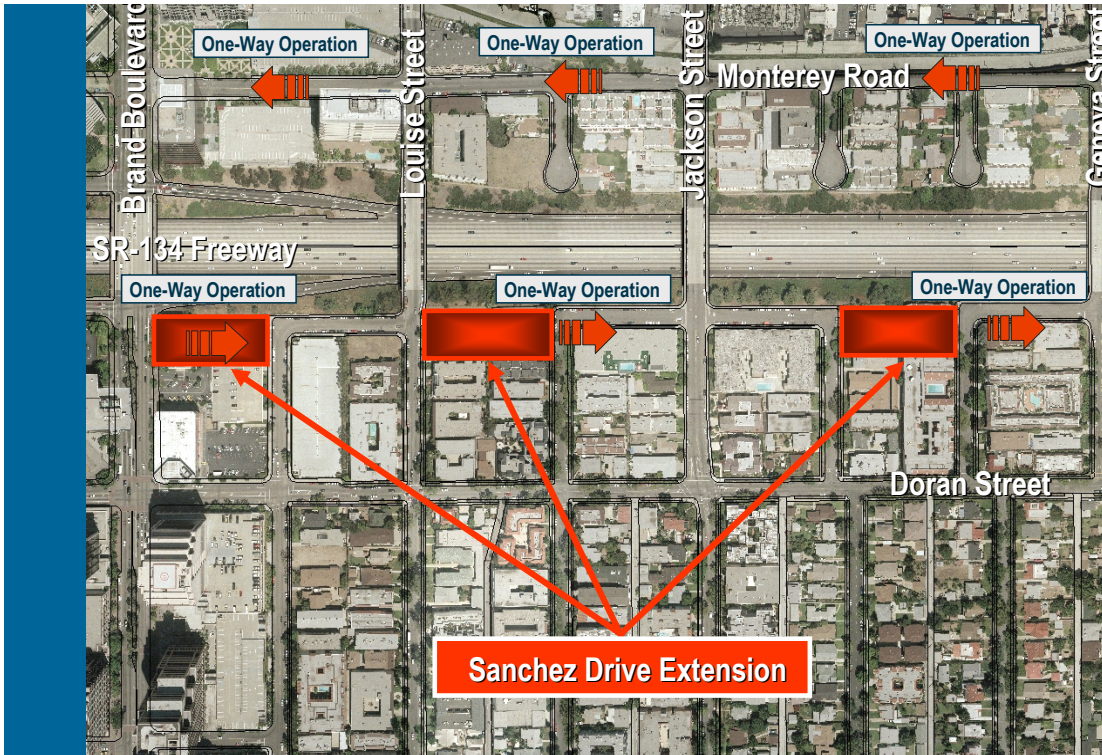
**Figure 3-6 Proposed Freeway Access Enhancements for Sanchez Drive Extension to Maryland Avenue**



**Figure 3-7 Proposed Freeway Access Enhancements for Sanchez Drive Extension (Two-Way) to Geneva Street**



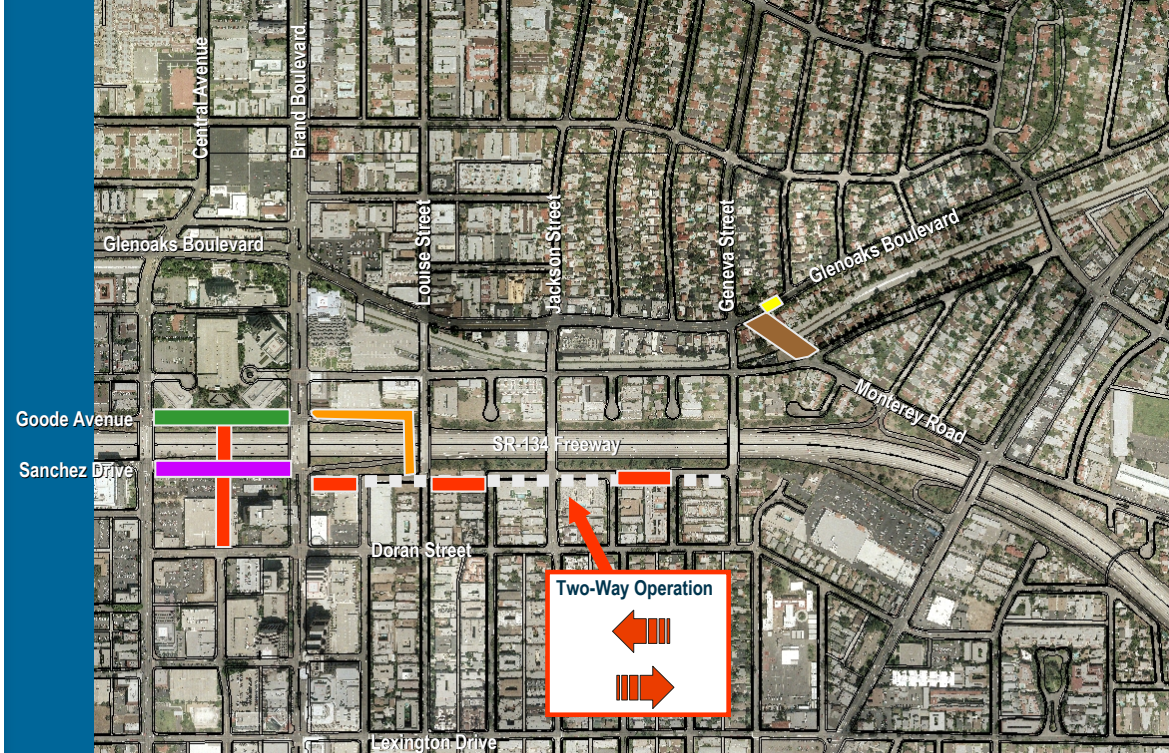
**Figure 3-8 Proposed Freeway Access Enhancements for Sanchez Drive Extension (One-Way) to Geneva Street**



**Figure 3-9 Potential Freeway Access Enhancements for Monterey Road Extension over Verdugo Wash**



**Figure 3-10 Proposed Freeway Access Enhancements:  
Cumulative with Sanchez Drive Two-Way to Geneva Street**



**Figure 3-11 Proposed Freeway Access Enhancements:  
Cumulative with Sanchez Drive One-Way to Geneva Street**

